

# The United States

# MILLER

AND THE MILLING ENGINEER.

Sixteenth Year.—No. 9.

MILWAUKEE, SEPTEMBER, 1891.

Subscription Price \$1.00 Per Year.

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### TESTIMONIAL.

MANSFIELD, OHIO, Aug. 4th, 1891.

THE RICHMOND MFG. CO., Lockport, N. Y.:

Gentlemen—We purchased from you one large Empire Receiving Separator, which we have placed in our elevator and over which all of the wheat that is delivered into our mill passes to our stock bin, and thence the wheat is conducted to the Three Horizontal Close Scourers that we also purchased from you at the same time. The separation made by all of these machines is as perfect as it can be, and the Scourers, in addition to making the separation, clean the grain perfectly; in fact, the grain, when passing through these machines and coming to the rolls, is in as perfect condition as we believe wheat can possibly be put. We also purchased one of your No. O Scourers, over which pass all of our screenings, and the work done by this little machine is as perfect as that done by the three larger ones. We also purchased from you two of your Empire Horizontal Bran Dusters, which we placed in our mill after the other machines above referred to, and we find now that it has made a wonderful difference on our bran, there being very little flour, if any, left in the bran. We have therefore a full and complete line of your cleaning machinery in our mill, and we do not believe we have any class of machines in our mill that give us any better satisfaction than these, and we cannot speak too highly of the machines purchased from you. They are not only made in a very substantial and mechanical way, but the work done by each and every one of your machines is as perfect as machinery of this kind could do. We are entirely satisfied with the working of the machines, as well as our adopting your machinery, when we remodeled our mill. We can assure the milling fraternity in need of these machines that they can do no better than place these machines in their mills.

Yours Truly, THE HICKS-BROWN CO.

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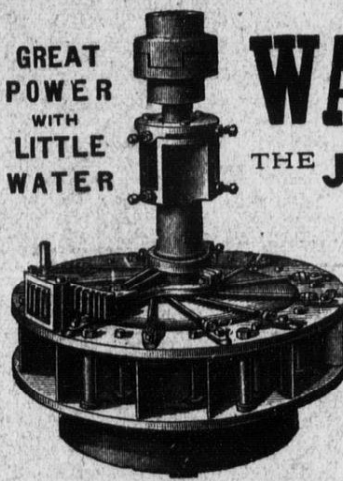


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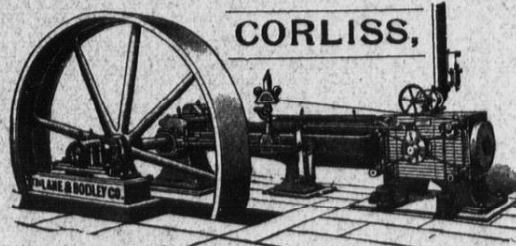
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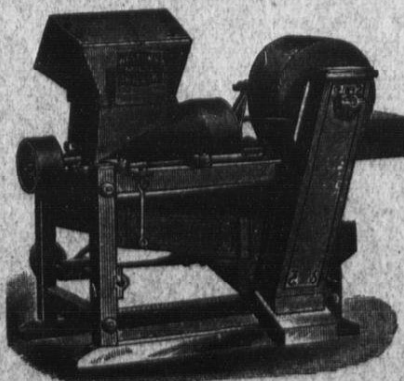
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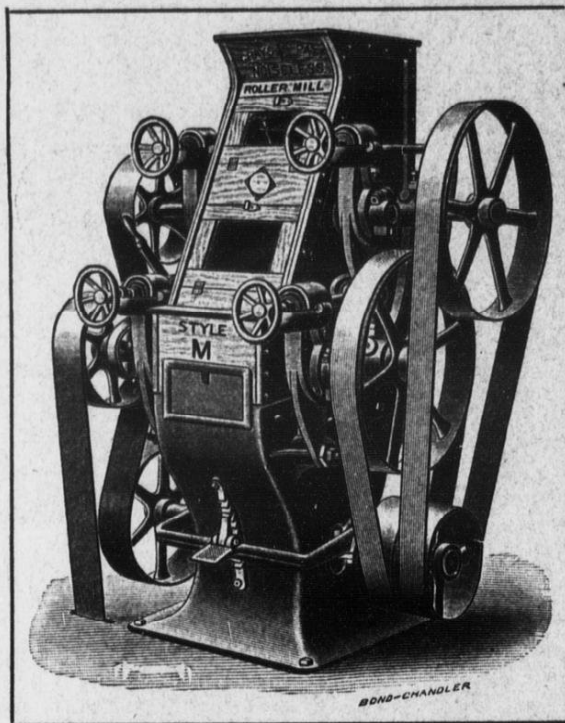
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# The United States MILLER

## AND THE MILLING ENGINEER.

Sixteenth Year.—No. 9.

MILWAUKEE, SEPTEMBER, 1891.

Subscription Price, \$1.00 Per Year.

### PROF. KICK ON MODERN MILLING.

IN one of his latest articles in *Dingler's Polytechnic Journal*, of the current system Professor Kick says:—It is intelligible that in so composite a system of reduction and separation as we have in milling, with wheats of such differing characteristics, with trade conditions so many and various, which entail a corresponding variety of demands on the part of consumers, diverse systems of mill building and operation should have come into being. In a general way, all we can say on this subject is that high grinding, though not, perhaps, in its fullest and highest perfection (as it is carried out at Pest), is still spreading more and more, and with it goes a liberal use of middlings purifiers. To obtain the highest possible yield of white flour is only practicable when a very gradual reduction is combined with a first-rate system of middlings purification, which must take into account the different sizes of the products. Here a completely automatic system is not attainable, because the work is too dependent on the changing quality of the grain. But even where trade conditions require, above all, a large production, and where there is less demand for superlatively fine flour, there is still room for systems not fully automatic, and many such systems have been brought into use. The working of some of the these mills is very rough. For instance, in cases where the products of one break roller mill are separated by the following scalper (*siebcylinder*) into only three sizes, that is, fine middlings (*mehldunst*), medium and coarse, and these middlings pass unsized into what is known as a sorter (*sortirmaschine*), which machine, working without a sieve, subjects all sizes of middlings alike to the action of one aspirating current of air, the necessary result will be that the current will mix up the finer middlings with the larger tailings, which are of less value. This mingling of products of diverse value is a very slovenly proceeding.

If again, as happens in one of the English systems, the first tailings of the semolina sorter (*griessorter*) of the second break are fed together with the purified middlings of the third break to the fourth break, and if in the same way we take in a lump to the fifth break the second tailings of the second break, the first tailings of the third break, and the purified middlings of the fourth break, we put together products which are essentially unlike in size and quality, and it becomes impossible to make a proper reduction or to exercise that nice discrimination as to the qualities of various products, which is so desirable. In other words, our work is slovenly. There would therefore be little use in reproducing any programmes or flow-sheets based on this system. They would either be merely examples of what ought not to be done, or they would consist of incomplete information. The

same remarks apply to a milling programme, for a mill of 30,000 kilos (the kilo. is 2½ lbs.) capacity per day, which appeared in the *Mühle* of the current year (see No. 13, page 198). It is called "A Simplified System of Milling with the Haggenmacher Plansichter." It does look very simple, but that the simplification is only apparent will be made evident from the fact that this programme for a daily grinding of 30,000 kilos only includes two middling purifiers. After this it will not be surprising to find that the strippers (*schrotputzmaschinen*) are wanting altogether, while two pairs of millstones are reckoned sufficient. To give closer criticism to such systems would be to rate superficiality too high.

The wheat-cleaning department is almost everywhere given plenty of room and completely separated from the mill. This is also entirely automatic. Many of the modern mills adopted rolls as the only instrument of reduction. But this exclusive use of rolls has, agreeably to my repeatedly expressed views, not answered its purpose, and especially in districts in which commercial conditions have made it imperative that the bran should be carefully finished, millstones and disintegrators have been included in the plant. With regard to millstones, it may be observed that upper runners are by far the most generally—used. This is justified by the fact that in the case of under runners, the pivot has to bear the sum total of the weight of the stones and of the pressure, whereas the pressure on the pivot is much less with upper runners, which tends to keep the bearings in much better condition. Moreover, with upper runners the pressure can never exceed the weight of the stone. Hence, even with unskillful tending, damage is not likely to so occur. With respect to roller mills, it may be said that chilled iron rolls greatly preponderate, but that porcelain rolls still continue in use, especially for the treatment of soft and fine middlings.

### HOW TO PAY FOR WHEAT.

EUROPE wants bread, but what can it pay? This is a not unnatural question, in view of foreign monetary needs early this year. Then \$70,000,000 in gold had to be secured, no matter what it was necessary to sacrifice. How can the same countries now spare \$200,000,000 for wheat? But the gold was needed to pay debts; the wheat will be needed to feed millions who will pay for it, and that makes all the difference. At first blush it may be thought that the money for settlements must come at last from the same scanty reserves held by financial institutions, which needed replenishing last spring, but in fact it does not.

Take the case of a French peasant or artisan for illustration. He has his little hoard, as is usual in that nation of

hoarding, upon which he draws only in case of necessity. If he did not raise wheat enough for his family, as a great many peasants in France have not this year, or if he is out of work, as many artisans in that country and Germany are now, and more must be when the effects of the failure of crops are fully felt, he must go to his reserve for food. Out of the hidden stockings which furnish a large part of the \$200,000,000 sunk in the Panama canal, there must come other millions to buy bread from this country, and the money thus spent goes back to the bankers or capitalists who advance it. The industries of those countries will go in the main, also, and if they do not send more to the United States, they will continue to sell much to other countries, taking pay in specie which must be sent hither for grain. Thus not the financial but the producing and hoarding class, is that from which money will have to come for supplies of bread. When bankers were compelled to settle for losses in Argentine securities, or to ship to Russia the millions that had been deposited with them by that Government, it was a very different affair.

Yet it is not to be denied that there will be a severe strain upon the financial markets of Europe, if they have in the first instance to furnish money for the large shipments of grain that are now expected. Last year they took from this country \$100,000,000 worth, and it is by many supposed that the grain they will have to take this year will cost twice as much, and this will mean larger advances before the grain reaches the consumers who are ultimately to pay for it. However, the requirements in this sense are used several times over during the year. If \$20,000,000 should be sent to New York in September, and the wheat should be received and marketed in ninety days, there would be the same sum in financial institutions to be used over again four times within the crop year. The operation of this principle is likely to restrict to a considerable extent large purchases in advance of actual requirements abroad, and especially large purchases of a speculative character, and thus to spread the purchasing over the whole year, preventing the movement at exceptional prices.

It is also possible that foreign countries, which have to take from the United States larger quantities and values of wheat and corn, may buy less of other things on that very account. For instance, the poor family which has to pay more than usual for bread, may not unnaturally curtail its expenditures for clothing and illuminants a little, and also for meats. Smaller sales of cotton goods to consumers in Europe would mean smaller purchases of raw cotton from this country by European manufacturers. A smaller demand for petroleum and for beef and pork products might mean a decrease in exports of those products from the United States.

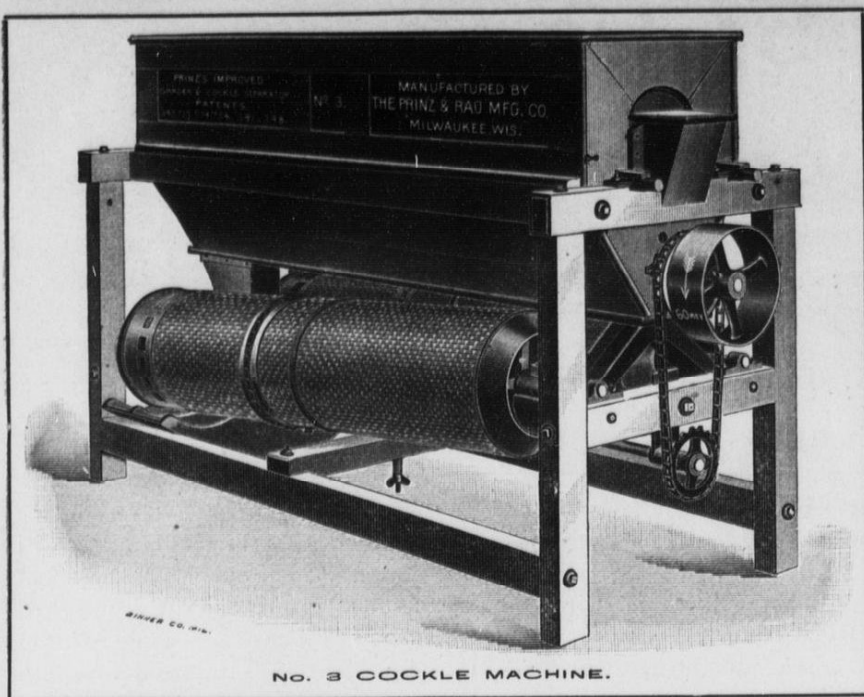
Europe will be comparatively poor this year, and a great many families will economize. If European purchasers of meats and oils and cotton are diminished by a few millions each, some part of the difference in purchases of grain will thus be balanced by products usually sent hither in exchange for those articles. As to cotton, especially, it is an important fact that the stocks held abroad are remarkably large for the season, so that the same consumption could be supplied throughout this year without buying as much raw cotton as usual.

That class abroad which holds American securities most largely is not as a rule the class which will feel soonest or most severely the pressure caused by failure of crops. Most of the securities are held in England, where crops are not so much below the average as in France or Germany. Upon most of the security-holding class pressure will come only through the financial markets, but when money is scarce and hard to get, the opportunity to realize by sales of securities in New York may be remembered. Hence the future of the stock market here may depend more than usual upon the course of financial affairs abroad. If gold is drawn from Europe largely, so that banks are threatened with exhaustion, there will then be a prospect of some return of securities instead of gold. On the other hand, the movement of unusual crops to market, and the movement of unusual quantities to the seaboard for export, will help the earnings of the railroads, and thus will make their securities more attractive to American investors.—*N. Y. Com. Bulletin*.

### STOCK EXCHANGE IN JAPAN.

IF the dividends paid to the shareholders of the Japanese Stock Exchanges can be taken as any indication, operations in securities in Japan must be on a very respectable scale. At the recent half-yearly meeting of the shareholders of the Tokio Stock Exchange a net profit of \$49,607 was reported, in addition to the sum of \$21 carried forward from the last account; and out of this sum it was decided to place \$2,500 to reserve, to distribute \$6,450 to officials, &c., to carry forward \$679 to the next account, and to pay the sum of \$40,000 to the shareholders in dividend, at the rate of \$20 per share, or 40 per cent. per annum. At the half-yearly meeting of the shareholders of the Osaka Stock Exchange, a gross profit for the first six months of the present year of \$25,058, in addition to \$513 brought over from last account, was reported; out of which sum, after placing \$5,000 to the reserve fund, allowing for business expenses, officials' remuneration, and carrying over \$141 to next account, there was available a balance sufficient to pay a dividend of \$10 per share (of \$100 each), equal to 20 per cent per annum.—*Bulletin, N. Y.*





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 ♦ IT IS A BOLTER AND DRESSER. ♦

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KING'S CO. MILLING CO.,  
John Harvey, Head Miller.

BUNKER HILL, ILL., May 28, '91.

THE BRADFORD MILL CO., Cincinnati, O.

Gentlemen: Your Mr. Deobold has remodeled our mill using two of your No. 3 Dunlap Bolts to reduce our Patent and Bakers. Have been running a week and find we can make 50 per cent Patent, 42 per cent Extra Fancy and 8 per cent Low Grade. Our mill was rebuilt two years ago and it has never given satisfactory results until now. Yours very truly,

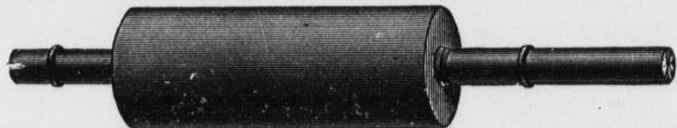
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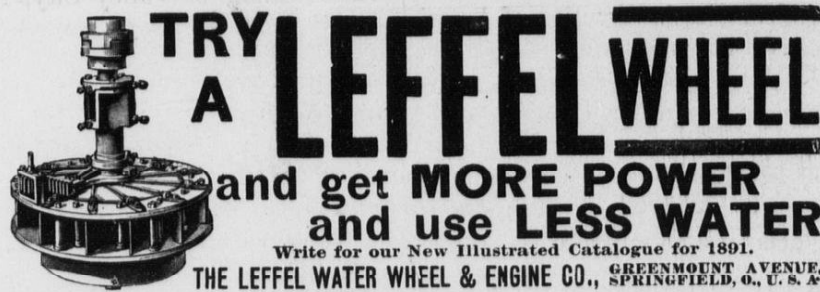
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## UNITED STATES MILLER

AND THE MILLING ENGINEER.

E. HARRISON CAWKER, PUBLISHER.

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MILWAUKEE, SEPTEMBER, 1891.

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**HON. THOS. M. COOLEY**, chairman of the inter-state commerce commission, has resigned his position owing to poor health.

**GERMANY** has at length concluded to allow the importation of American pork and hog products and the United States will receive German beet sugar free.

**THE** total loss by fire in the United States from Jan. 1, 1891, to Sept. 1, 1891, was \$88,302,475; during same period in 1890 it was \$71,543,845, and in 1889 was \$86,460,350.

**ALL** indications point to a car famine very soon. It is reported now that some lines find it impossible to get cars enough to transport the immense quantity of grain from the west to the seaboard.

**THE** Pennsylvania Association has been fighting the Detwiler gradual reduction patents for the past two years, with rather discouraging results. The suits entered under these patents will probably be turned over to the National Association for defense in the near future.

**THE** Michigan Millers' Association has not yet made terms with the manufacturers of flour sacks. They have, however, a proposition from a reliable house which it is thought will be accepted. Secretary Reynolds has labored diligently in this matter on behalf of the association.

**IT** begins to look as if the construction of the much-talked-of Hennepin Canal was to go on after a while, as proceedings for condemning land have been begun in the courts. Congress has authorized the building of this canal, which is to connect the Illinois and Mississippi Rivers. The plans call for a channel eighty feet wide and seven feet deep.

**ALVIN DINGS**, the electrician at the E. P. Allis Company's Works, has invented a new process of melting pig iron by means of electricity. It is claimed that the new process is 50 per cent cheaper than the old method and requires half the time. It is also stated that iron melted by electricity is a great deal purer than any other. According to Mr. Dings, a dynamo of 200 horse-power is sufficient to operate one of the largest melting plants. A large apparatus will be built at the Allis Works as soon as Mr. Dings' patent is allowed by the patent office.

**THE** Secretary of the Millers' National Association recently attended the Annual Convention of the Pennsylvania State Millers' Association held at Altoona, Sept. 8th and 9th, and states that a largely attended and enthusiastic meeting was held. The same officers were re-elected who served last year. A large number of Pennsylvania Millers placed their applications for membership in the National Association.

**A** dispatch from Duluth, dated Sept. 14, says: Strong & Miller, owners of large mills and elevators on the Hastings and Dakota branch of the C. M. & St. P. railway, will build this fall in Duluth the largest flour mill in the world. It will have the capacity of 12,000 barrels per day. This firm feels the necessity of having more facilities for meeting the great foreign demand, and find no better place for that purpose than Duluth. Mr. Russell, a well-known Minneapolis miller, has also taken a large interest in the enterprise. The name of the concern will be "The Russell & Miller Milling company." Arthur Miller, of Valley City, N. D., one of the firm, will be general manager.

**THERE** were 259 ships cleared with flour and grain from California in the cereal year of 1890-91. This is the smallest number in three years. There are some facts about these 259 vessels worthy of attention. In the first place there were just 200 iron vessels in the total, and of course 59 wooden ships. In other words, the proportions were 77.22 per cent iron to 22.78 per cent wood, or, to state the question in another form, out of every 100 ships loaded with flour and grain at San Francisco the last cereal year, 77 were iron ships. This is about the usual proportions. In fact the percentage for the past three years has been uniformly 77 per cent, while four years ago it was 80 per cent. This ought to be considered conclusive evidence that iron ships have the call of this trade, and that they have come to stay. England long ago found out that secret, and has been acting upon that theory ever since. The only wooden ships built to fly the British flag are a few vessels for the deal trade constructed at Nova Scotia. They do not think of such a thing as building a wooden ship on the Clyde. If this country ever succeeds in dividing the carrying trade with England, we must build and sail iron ships as cheaply as England. That is the solution of the problem of a restoration of American supremacy on the high seas.

**IT** will be gratifying to United States millers to learn that a new direct cable line has been established between this country and Brazil.

The new cable starts at Hayti, goes from Hayti to San Domingo, links together the islands of San Domingo and

Martinique, and from Martinique skips over to French Guinea, and from thence jumps to the adjoining country, Brazil, the terminal point of the cable there being the town of Vizew. The new cable is entirely controlled by French capitalists; it works in connection with the International Ocean Telegraph Co. and the Western Union Co. Connection with the United States is had by means of the already existing cable to Havana and the Cuban submarine cable between Cuba and Hayti.

To appreciate what the new cable means as an aid to commerce and the transmission of news it is necessary to understand what were the two circuitous routes on which merchants, shippers and newspapers have had heretofore to depend for telegraphic communication with Brazil and other countries on the east coast of South America. The first of these is what is known as the European route. The message from New York going this way was first sent under the Atlantic to England, thence to Portugal, and from Portugal by cable to the Madeira islands, and thence to Pernambuco, Brazil. The alternative route was by means of the Mexican Telegraph Co. and the lines of the Central and South American companies down the west coast of South America to Valparaiso and across the South American continent by means of the Transandine line to Buenos Ayres, and thence by the cable of the Brazilian company along the east coast of South America.

**THE** Secretary of the Miller's National Association reports that the Millers Tracing Bureau is prospering beyond the hopes and anticipations of its friends. Over 200,000 sacks of Export flour have been reported for the service of the Bureau since it started,—less than two months since, and new patrons are coming into the organization quite rapidly. The efficacy of the plan has been clearly demonstrated to the Exporters who have tried it, and without exception, the members express perfect satisfaction with the results obtained. Flour Exporters have long been complaining of the delay suffered in transporting their goods, and now that the remedy is at hand, and the tracing bureau is in successful operation, there can be no reasonable excuse for continuing such complaints; In no case has any delay occurred in the forwarding of shipments traced by the Bureau, and phenomenally quick transit has been effected in several instances. The Association now has representatives at Chicago, Buffalo, Montreal, Boston, New York, Philadelphia, Baltimore and Newport News, who are all experienced men and have proved very efficient in their work.

The plan of operation is very simple and effective. When the flour is shipped, notice is sent to the Secretary of the Miller's National Association who records it and at once notifies the representatives at the points of transfer, who keep a sharp look-out, and report the arrival, transfer and forwarding of the shipment, which movements are recorded, enabling the Secretary to watch the movements of the flour, and when a transfer is not reported within reasonable time, make inquiry as to the cause and hasten it forward. When the flour reaches the seaboard, the representative there reports the fact and uses every effort to procure its prompt transfer to the steamship dock and loading on shipboard. When the shipment sails both shipper and consignee

are at once notified. The shipper is also kept posted as to the movements of his flour, thus enabling him to know exactly where all shortages or damages occur and to promptly and properly file the claim. This information and service costs him but one-sixth of one cent per sack, which is certainly but a trifle for the satisfaction and benefit derived. Every Exporter in the country ought to patronize the Millers' Tracing Bureau, and we cannot conceive why any one should decline to support and encourage this worthy enterprise, simply because jealous and silly enemies of the organization keep up the howl that the scheme is impracticable and impossible of accomplishments, while facts give the lie to such assertions. Those who do withhold their patronage are the losers, and deny themselves substantial benefits which they might enjoy, and which they will need, and be compelled to employ in some form when foreign flour buyers realize the advantages of purchasing the traced brands.

## MILWAUKEE MARKET NOTES.

**THE** demand for money is active and the wants of business men seem to be increasing, which taxes the ability of some of the banks, though the discount rates remain steady at 7 per cent. per annum.

**GRAIN** freights are nominally steady on a basis of 3½ cents for wheat by lake to Buffalo, 3¼ cents for rye or corn and 3 cents for barley. Ocean freights are firm.

**FLOUR** is steady and in fair demand at inside quotations, and local millers are increasing the output. Millstuffs are steady and held at \$12.50 and \$12.75 for sacked bran; \$13.50 for coarse middlings, and \$15.60 and \$16.00 for fine.

Following are the latest quotations on flour:

No. 2 hard spring wheat patents, in bbls., 5.00@5.20, soft spring wheat patents, in bbls. 4.80@5.00; export patents in sacks 4.50@4.75; clears, hard wheat 4.25 @ 4.50; soft wheat, 3.75 @ 4.00; straights, choice bakers' 4.50@4.75; export bakers' 4.00@4.25; low grades, 3.00@3.25; winter, straights, in bbls., 4.60@4.80; rye flour, in sacks, 4.75@5.00; rye flour, in bbls., 4.80@5.10.

**PRESIDENT** Bacon of the Chamber of Commerce, has issued a circular to growers of spring wheat, in which he states that "the milling demand for northern spring wheat has fairly set in here, and millers are disposed to buy freely at 5 cents per bushel over prices ruling at Minneapolis for similar quality, subject to dockage the same as at Minneapolis, the dockage here, however, being determined away by actual test. Freight to Milwaukee from nearly all points south of the latitude of Minneapolis is in favor of shipping to Milwaukee, and from many points the difference is largely in favor of this market. That is, the additional freight to Milwaukee is less than the additional price obtainable for the wheat in this market."

Mr. Bacon also states that the milling capacity of Milwaukee is now about one quarter of the capacity of Minneapolis, and that about 40,000 bushels of wheat are required daily for milling purposes. Of late Milwaukee millers have been obliged to buy considerable wheat at Minneapolis, local receipts having been insufficient for their requirements.



## CORRESPONDENCE.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

## OUR LONDON LETTER.

**T**HE favorable turn the weather took at the end of May continued till the commencement of August, although towards the end of July the average weekly rainfall had increased. During August the weather had been against the crops all the time, for during the first part of the month the sunshine and water was not strong enough to forward the ripening crops in order that harvest could commence in real earnest as was expected in the middle of the month, and, during the second portion there was considerable warmth, with an overcast sky, and a brisk breeze which developed into a downpour of rain during the last ten days of August. This deluge of water which went soaking through the sheaves of wheat and oats standing in the fields and the swaths of barley must be regarded as a great and serious misfortune to the English farmers who were just commencing harvest operations, as it has stained a great deal of the barley and rendered wheat and oats unfit to cart until they have been spread out to dry in the September sun. The result of this continual wet weather is the sprouting of some of the corn and the lessening of the yield from the English wheat crop by at least 15 per cent. The continental excitement in the corn trade created by the prohibition by the Russian government of the export from Russia of rye, rye flour and bran, and the bad weather prevailing during the past fortnight in Great Britain, France and Germany, has been sufficient to raise the price of wheat on the English market seven shillings per quarter. The price for old English wheat of a good quality reached 50s. yesterday, but 45s. to 48s. was the general thing. Some new wheat on Mark Lane yesterday fetched 42s. per quarter, but it was somewhat out of condition. American wheat ranged from 42s. to 47s. for quarter of 496 pounds and Indian wheat fetched 35s. to 43s. per quarter. Californian, Chilian, Oregon and Australian wheats were to be obtained from 43s. to 46s. per quarter, and Russian (such as it was) wheat was held at 40s. to 48s.

The English millers are not having such a good time of it now as they have had for the past two years, which is due to the keen competition among themselves and the small margin between the prices they pay for wheat and the price they get for their flour. There are now in the United Kingdom some 800 roller mills, which have a capacity for producing flour for the wants of the whole country, and when the English millstone millers are in a position to compete with their neighbors, some idea of what "cutting" prices means, can be obtained. This state of things happens when there is an extra quantity of foreign flour on the market which enables the millstone millers to buy the manufactured article to mix in with their millstone flour at a price relatively less than the strong hard wheats used by the roller mills and which they are obliged to pass by without buying, and so they successfully compete with their great rivals—the English roller millers. There are a number of millstone millers in the United Kingdom who have suffered from the success of the Roller mills in this country during

the past two years, so that there is a certain amount of pleasure in their seeing the margin between wheat and flour narrowed down and also the presence on the English markets of a quantity of American flour, as it gives them the power by mixing—as they did a few years ago—to successfully hold their own against them with the roller mill machinery in their mills. Thus paying off an old score which has been growing during the past two years of the roller miller's luck.

The wheat after this wet harvest will require a lot of conditioning and it would be well for those milling engineers in your great country who have good wheat heaters or dryers, and would like to introduce the same into Great Britain, to put themselves in a position to introduce such machines as soon as possible, for I can promise a good demand for "wheat conditioners" during the next six months. Such machines will be required and it will be the fault of the American milling engineers if they do not secure some orders or it will be because they do not understand how to "get at" an English buyer, who is often too conservative, even when he knows it is correct and for his own benefit.

A well known character and one who knew better than any one else on the Mark Lane Corn Exchange, and the Baltic, the touch of the "pulse" of the market, has passed from our midst. Mr. J. F. Smyth, who died suddenly on Friday, August 21st, was a member of the staff of *Beerbohm's Daily Corn Trade List* and was universally esteemed.

The new law as to the reduction of duties on wheat and flour, is to the following effect:

Act 1. Dating from the 10th July, 1891, inclusively up to the 1st of June 1892, exclusively, the import duties on wheat in the grain, and on wheaten flours are reduced to 3 francs per quintal of wheat and to 6 francs per quintal of flour.

Act 2. On the expiration of this period, if no legislative action has been taken to reduce the above duties, the following duties will be levied: 5 francs per quintal of wheat and 8 francs per quintal of flour.

The preliminary report of the census of the 6th of April, 1891, states: that the total number of persons returned as living in England and Wales, at 12 p. m., on April 5th, 1891, was 29,001,018, which is an increase of 3,026,579 or of 11.65 per cent. upon the number returned at the previous enumeration of April 1881. Not only was this increase absolutely less than that of the preceding decennium 1871-81; but the rate of increase was lower than in any previous decennial period in the century, that is in any decennium, since the first enumeration in this country.

Date.	Inhabited Houses.	Population.	Decennial Rate of Increase.
1801	1,575,923	8,892,536	.....
1851	3,278,039	17,927,609	12.65
1881	4,831,519	25,974,439	14.36
1891	5,460,976	29,001,018	11.65

The decennial rate of increase in 1811 was returned at 14.30 per cent. and had the rate of increase remained as it was in 1871-81, the addition to the population would have amounted to 3,729,929 whereas it was only in reality 3,026,579 to the disappointment of many "market writers" who had based their calculations for some years past on the hypothesis that the preceding intercensal rate of growth had been maintained.

In conclusion, I should like to mention that the number of bankruptcies

in England and Wales, gazetted during the month of July last was 380 as compared with 336 in July, 1890 and of which 5 were millers, against only 2 in July, 1890. This brings the total of the millers for the seven months ending July, 1891, up to 16, as compared with 12 during the same period of last year.

X. Y.

LONDON, September, 1891.

## OUR ST. LOUIS LETTER.

**T**HOUGH milling matters are in themselves somewhat dull yet one miller has had a decidedly lively time lately with a country mill of his. The story is as follows: Mr. John J. Mauntel, one of the most prominent exchange members, has had since spring a mill for sale. The mill is located at Evanston, Ill., and has a capacity of 300 barrels and is valued at \$50,000. Until recently Mr. Mauntel had small success in getting a purchaser. About a month ago, however, a Mr. Elmer E. Cole, of Chicago, corresponded with Mr. Mauntel, in reference to buying the property; Mr. Cole had no cash for the mill, but wished to trade some Chicago property for it. After some correspondence the trade was made, without either party seeing what he was getting in return. Shortly after the sale a Mr. C. F. Dayton, of Chicago, arrived in the city and called upon Mr. Mauntel. He told him he desired to buy the Evanston mill and was much disappointed to hear of its sale. Mr. Mauntel, wishing to accommodate the gentleman as much as possible, offered to begin negotiations with the then owner of the mill, E. E. Cole, about rebuying the mill for Mr. Dayton. This was agreed on and after some correspondence a purchase effected. As a deposit of \$3,000 was necessary and as the prospective buyer had only \$1,000 Mr. Mauntel advanced the necessary \$2,000. That was the last Mr. Mauntel has heard of buyer, seller or the \$2,000, until this week when he learned that Dayton and Cole were chums and worked together in Chicago. They are real estate men and pretended to make a specialty of selling city property for suburban land. Hearing this Mr. Mauntel quickly realized that he had been swindled and immediately set about having the rogues arrested. He has succeeded in catching Cole but Dayton is still "out of sight." Cole claims that he was the one swindled and promises to make it interesting for all concerned when the trial comes up.

At present there is no small complaint against the American Biscuit Co. for their discrimination against the St. Louis members of that trust. It seems that nearly all the local cracker jobbers are obliged for their own protection to buy elsewhere than in St. Louis, as the rates are higher here than elsewhere; that is, that while the rate on crackers is the same at every factory of the trust, yet the discount allowed jobbers differs largely. In St. Louis the jobbers claim they get only 10 per cent off the list price, while buying at New Orleans, they get 30 per cent and 40 per cent off, and that too, when buying through agents' hands. As a consequence, St. Louis cracker factories are losing all their trade, which is gradually being taken by the Southern companies. In fact nearly all the Southern St. Louis trade is gone.

Clinton, Mo., is having a slight trouble with the railroads and as a consequence the millers there are unable to secure cars either for grain or flour

shipment. It appears that owing to a competition of several railroads for Chicago grain trade, local millers are entirely neglected. The White Swan mill, owned by Meyer & Bulte, of St. Louis, and the Tebo Mill and Elevator Co. are unable to secure any grain by rail and as a consequence are having some little difficulty in grinding.

In Kansas City, too, the grain shipping question is getting serious. Owing to the large shipments of grain to that city and the poor facilities for storing it the grain frequently stands several days in the cars before it is unloaded, as the scarcity of cars will not allow of any great number of cars remaining idle any length of time. The railroads have issued an order allowing receivers 48 hours to unload the grain, after that the railway company will do so themselves, storing it in one of their warehouses and charging storage until the grain is removed. This order of things goes into effect on Monday, Sept. 14, 1891.

Even St. Louis is having difficulty with the grain shipping; not that we don't handle the grain quickly enough but rather that the railroads cannot handle it as quickly as we want it. Much grain from Northern Kansas, lower Iowa and Missouri, grain which formerly went East via Chicago is now coming to St. Louis on account of better shipping rates. However, while the railroads are putting new cars into use every day, besides patching up and using old cast off cars, they still are behind in their work. River shipments, too, are behind; all the barges that can be found are being crowded into use and many barges formerly used only on the lower Mississippi are now coming up to St. Louis to be loaded; yet exporters are making no small complaint. Certain it is that St. Louis is enjoying more trade this fall than it has experienced for several years. This trade, however, is not confined to grain only. In the flour export business, St. Louis is getting quite a lot of orders from Cuba and South American points. This new business is due largely to the inability of Spain and France to supply the demand and as St. Louis and vicinity grind the same quality of flour it naturally takes such business as the two European marts fail to carry on.

## WHEAT.

Heavy receipts continue footing up. 1,068,293 bus. this week and 896,050 bus. last week. Shipments were 444,452 bus. as against 496,607 of the week previous. For city consumption only 54,396 bus. were withdrawn from the elevators, while 209,356 bus. were shipped for export via New Orleans and 221,294 bus. left the city by rail. No. 2 Red was in big demand all during the week, being bought up for shipment, while No. 3 Red was purchased entirely for the home demand, No. 4 was in good demand but was scarce. Despite the good market the prices on all grades, as on futures, fell slightly during the week. The following are the fluctuations of the three grades.

	No. 2 Red	No. 3 Red	No. 4.
Tuesday.....	.95	.90	.85
Wednesday.....	.93	.88	.83½
Thursday.....	.91½	.87	.84
Friday.....	.93½	.89	.85
Saturday.....	.92¾	.89	.85

## FLOUR.

Flour receipts were for last week 26,444 bbls. and for this week 28,229 bbls. Shipments amounted to 57,033 bbls. this week and 55,255 last week. Local demand was very quiet while the Southern movement was very slow. Export trade was reported from several



quarters. The output of the mills was 4,000 bbls. less than the week previous, footing up only 80,000 bbls. Prices were much lower on account of the decline in wheat. Quotations are: Family, \$3.40@3.50; choice, \$3.60@3.75; fancy, \$4.00@4.10; extra fancy, \$4.30@4.40; patent, \$4.55@4.65.

WALTER HOWARD BAIN,

St. Louis, Sept. 12, 1891.

#### OUR BUFFALO LETTER.

**W**HAT shall the harvest be? In the opinion of those best posted to figure out this great question it will far exceed the government estimate, and not fall short of 700,000,000 bushels of wheat and 2,300,000 bushels corn. The basis of these estimates, taking the underestimates of last year's crop of wheat into consideration, appear fair. Now if the Old Country is as short of bread crops as reported, there is no doubt, better prices will be secured by the farmers in this country until the demand has been supplied on the other side to some extent. After this will come a reaction. Instead of exporting a million bushels per day, as we must in order to relieve our groaning bins, the takings will gradually decrease, resulting in enormous weekly increases in the visible supply and reports from Europe that the masses have been fatted fit to kill and are now ready for another battle with king famine, starvation being one of those things to which they have been accustomed since childhood. That Germany will take kindly to corn, in spite of Col. Murphy's glib tongue, is entirely out of the question. You cannot persuade a Teuton to partake of "horse feed," in which class he places oats and corn, more than once. Jerry Rusk's idea in placing a man like Murphy in that field is also a foolish notion. Who ever heard of placing an Irishman to stump a Dutch ward; might as well send a negro to act as "packer" for an Irish caucus. Besides, this Murphy is a poor "organizer." His last attempt to introduce corn cakes, which was at the Paris exposition, was a flat failure. C. J. Hamlin, of this city, offered to furnish the syrup (glucose) for these same cakes, at his own expense, too! Murphy thought this magnanimous and made a great fluster over it. "Steve" Sherman was an enthusiastic believer in this corn boom. "Steve" always had queer notions. "Steve" and "Murph" worked hard to get something more than a few barrels of glucose out of Fifteen-million-dollar Hamlin, but that gentleman knew the value of his goods and also that a rat hole was without bottom. There may be money in this for Mr. Murphy, but you can stake your opinion on it there is none for either the farmer in this country or Uncle Sam. Hoe cakes be —.

The wheat crop of this country is going to be sold, but it will not average above \$1.00 per bushel. It would therefore be advisable to warn the producer to accept what he can get at the present high standard of values rather than run the risk through natural waste, loss of interest and the many enemies (including the Chicago sweat board) to which wheat is heir. As a speculator the farmer is not a success.

The sudden advance in December wheat in Chicago caused great excitement on 'Change here, although there were a more than usual number of prophets that an after harvest advance was sure to come. Among them was Mr. C. H. Gibson, of the firm of Whit-

ney and Gibson, who predicted ten days before the fluctuation that No. 1 hard would sell in this market within that time at \$1.25. He had the satisfaction of making a trade of 22,000 bushels and several smaller lots at that price.

The high figures reached for spring wheat made a few Canadian owners decidedly nervous to sell, and when this was discovered, buyers held off with the usual result—a break in the market. Wheat which could have been sold without forcing it on the trade at equal to \$1.22 went begging at \$1.16 or \$1.18 and was finally cleared up at \$1.15. Although "hedged" in Chicago, the anxiety to sell cost the owners at least 8c per bushel and the commission merchant here no little trouble.

The evils of the trade here are few, but they are most dangerous to the welfare of the Buffalo Merchants' Exchange. The one that cries most loudly for reform is "doing business for nothing or for what there is in it." Scalpers of this class are growing smaller every year, but in number they do not depreciate fast enough to suit the honest business members who have spent many years to gain a reputation for straight dealing. Only 1/4c is charged, and surely this is small considering the risk of heavy losses. Rebates from a few unscrupulous elevator men, insurance agents or canal scalpers make this up, but in the event of these means failing (to speak in plain words), they will steal as much as possible. Of course this firm is soon "spotted" by the Western shipper, but instead of paying a reasonable charge for doing his business here he picks out another barnacle, perhaps worse than the other, and in the end downs the whole Buffalo contingent, when in fact he has no one except his own measly self to blame. There is more to be made out of it even if you should pay a responsible firm here 1/4c than by placing your business in the hands of a thief at what he can make and charge you nothing.

An association never heard of here in Buffalo met two weeks ago at the Iroquois hotel to talk over matters connected with their especial business. The association claims not to be a combination, still prices of the commodity which is manufactured by them solely, is held far above its actual value. Yet let me say in parenthesis that there is no complaint against the charge for this product. The association is known as the Y. G. A. M. A., or the Yellow Granulated Corn Millers' Association. It is composed of the following firms, the only manufacturers in this country, and all were represented at the meeting: Woodward & Crawford, Chicago; Newell Bros., Cleveland, Ohio; The Schumacher Milling Co., Akron, Ohio; Fort Orange Milling Co., Albany, N. Y.; Jacob Beck & Sons, Detroit, Mich.; Reliance Milling Co., Providence, R. I.; Pickwick Milling Co., Pickwick, Ohio. The only representative who remained in town after the meeting for any length of time, and his stay was only too short, was Fred Brown, of the Fort Orange Milling Co. Everybody on 'Change appears to be pleased when this gentleman puts in an appearance. His jovial nature is catching, and before he leaves the room the crowd is with him to a man. Society in Buffalo also has claims upon Mr. Brown, and it is rumored that he is about to carry off to the wilds of his ancient Dutch burg one of our brightest and moss petted belles. How is that, Mr. Brown?

The latest distinguished arrival from out of town is Mr. Alexander Mann,

well known from Maine to California as the best all around story teller in the milling fraternity and therefore a good salesman. His appearance is always a signal for a hubbub in the flour market, but this time it is announced that he has come to reside in Buffalo, also that he has left Boston for good. Just whether the Hub did not agree with his health or not is hard to tell. J. B. A. Kern & Son will undoubtedly miss his services. Perhaps it was beans!

Macaroni manufacture continues to increase in the factory of Messrs. Oneto & Terrelle. Not finding machinery suitable to their wants they have been compelled to import a special press from the old country which will increase their capacity from 12 barrels to 16 barrels of flour per day. While other factories report an over supply of this favorite Italian food this firm cannot supply the demand. The works here are the best in the country, being kept scrupulously clean and no flour except the choicest made by our millers under the supervision of the firm is used. There are millions in it for this honest firm of American-Italians.

The gales which have been unusually prevalent during the past month did considerable damage to shipping on lake Erie, especially in wetting cargoes from Toledo. These small schooners are not water-tight and with the large fleet from Detroit and Toledo the wet-grain buyers have made a harvest this year. Besides this some damage has been done along the docks. Mr. Thomas Ryan, who has been reconstructing the old Clinton mill for elevator purposes, loses about \$3,000 on a tower which was carried away in a blow. Tom has been figuring on a good business this fall but it is hardly probable.

Toledo continues to make some great blunders in weighing in grain cargoes destined for Buffalo. Think of a small cargo overrunning nearly 1,000 bushels, and another falling short nearly 500 bushels. Of course Toledo settles these differences but what kind of management must these elevators have?

Mr. Philip Houck has been in the Northwest during the past three weeks and returned yesterday filled with enthusiastic praises for the enterprise of the whole country and especially Minneapolis. It's the greatest town in the world according to Mr. Houck, and everybody allows he is as good a judge in that matter as he is of the financial standing of any of his customers. Philip would make one of the best mayors Buffalo ever had if either party could prevail upon him to accept the nomination. He is a thoroughly honest and capable man in all respects except one and that is he cannot "talk politics." What a man he would make though to "tell the truth."

The floating elevator barnacles are doing some work but in the opinion of the Association not making any money either for themselves or the vessels engaging them. The Cyclone takes out a cargo and then breaks a belt or has a mishap of some kind which delays the vessel anywhere from one to five hours, besides occasionally clogging, and losing a whole conveyor full overboard. Hefford's old coal elevator was also put into operation a few days ago and although working better than last year, its owner is only waiting for the Association to ask him to come in and take a certain amount of shares—which, by the way, they will not do.

Failure of the hopper scale system

was predicted in THE UNITED STATES MILLER long ago. The trade here will not take an interest in an enterprise to which they are expected to contribute one "demition" cent of their own private purse, and that's an end to it. Mr. Richardson went home disgusted, after spending considerable time and money in attempting to introduce the improvements. As I said before, the railroads must undertake it themselves or charge car service, and this latter interferes with the personal comfort of the agents here so much that it has become a dead letter except in cases where a receiver abuses the privileges. Car service charges may be all right at other points, but here in Buffalo, where the railroads agree to ship freight promptly and then find themselves unable to do so for weeks after, a certain amount of forbearance is expected.

Agent Flatley, of the Duluth Imperial Mill Co., reports fair progress on the warehouse nearly ready for business. This work has been delayed greatly by those engaged to build the dock. Everything will be running smoothly for the fall trade.

The astonishing increase of railroad shipments over canal exports is causing great comment. Thus far the rail has taken 60 per cent more than the canal, and is keeping up the draft. Still, the scarcity of boats and not rates at present has considerable to do with this state of affairs. The fact is that the railroads are gradually killing the great water way. No new boats, or comparatively few, to the number almost daily going out of use, as grain carriers are being built and this is creating a gradual but sure loss of tonnage. The policy of the great roads leading out of Buffalo is to do away with canal competition, and the only way to do this is to meet the canal during its busy season and to advance 50 per cent when there is no other outlet except the rail. A loss to the rail of fully 1/4 cent can easily be figured out in spite of the fact that cars have left Buffalo for New York and returned empty for another load in just three days from the hour of starting. The largest shipments have been made from the New York Central elevator, and next to them comes the Erie, which latter, however, has checked up to one-half its former capacity owing to rivalry between the two roads. The rates on canal grain are: wheat, 4 1/4; corn, 3 1/4; rye, 4c.; to New York. No "fellow" can find out the rail rate.

Flour stocks in Buffalo have been reduced to a minimum, in fact at one time this month there was a positive scarcity in spite of what the millers say—that is, of Buffalo manufacture. To show that our brands are preferred at present, when old wheat patents are wanted, I will cite the case of our largest miller, who received a dispatch asking for prices on old wheat brands. The reply was sent, quoting a good stiff price, and in answer the miller received word that he could get it at fully 50 cents per bbl. less, but would prefer to accept the figures of the Buffalo miller as he would be certain of the quality of his purchase. Naturally the difference between the price of old and new is causing an unsettled flour market here, and it is difficult to quote either winter or spring. Sales lately in the face of a declining wheat market have been at \$5.50@5.65 for choice springs and \$5.00@5.25 for winters. Rye flour is quoted at \$5.00@5.25 for No. 1, and no lower grades in market. All the mills are running full time and there will be no stop for the next month at least.



The rebuilding of the Urban mill is being done thoroughly. No haste is apparent, and it is doubtful whether a barrel of flour will be ground before the snow flies, although nearly all the machinery is in place. Mr. George Urban is not one to waste time by too much haste. The Frontier mill is making all the flour necessary to keep up the Urban mill at present, as it is run night and day.

The rye crop seems to be going through Buffalo this year. Shipments for the season have been 2,155,000 bus. against 1,049,000 for the same time last year.

Mr. Urban and Mr. John Smith are expected home by the 20th of this month.

Mr. John Scatcherd, president of the Merchant's Exchange, was appointed State Committee man, at the Republican convention held in Rochester last week. The members of the Buffalo Exchange are "in it." There are more politicians this year than ever on the floor, but Clint. Newman remains the leader. It is wonderful how the interest keeps up in him and what a "pull" he possesses among all classes.

Money is tightening up here already, and the demand for the future is so great that bankers have declared their inability to fill it. Troublesome times are in store for our grain men.

The Noye's Manufacturing Company is fitting out a number of country mills in this section with machinery. They also have a large amount of the Urban mill under contract. The Kuhn mill at Williamsville, Wolf mill at Gatzville and the Prentice mill at Le Roy, besides a number in Pennsylvania, are all being fitted out by them.

Millstuffs are quiet and weak. Messrs. Heinold & Rodebaugh, the only wholesale dealers here, report trade dropping off steadily and prices too high west to work much business through. Coarse bran is quoted at about \$15.00 and Spring \$14.50 bulk. Lake receipts of feed are also falling off. Pasturage has been too good this year for the feed trade.

Receipts of flour from Duluth are increasing rapidly. Cargoes of 20,000 and 26,000 barrels and sacks are grown again. The outlook this year is that last year's receipts will be exceeded by fully a million barrels.

A lively business has been done by brokers in this city during the past month. The Wright's have the bulk of the business and considerable money has been made by Artumus of that firm, under the guidance of "Bob" Newell. If it does not lead them into a hole soon it will be contrary to his former efforts in that direction.

Farmers in New York state are holding their wheat for better prices. Never have the deliveries at country mills been so light, or the crop so heavy and generally good. It looks as if the farmer is, as usual, "making an ass of himself" in this state at least, so says one of our ablest country millers.

Duluth wheat dropped suddenly last week especially old wheat, which was held at a premium of 8 @ 10 cents over new. Old hard was offered here on the 10th liberally at 11 and new at 5 cents, Old Northern, 6c. new at 1c. over Chicago, December. "We must get rid of this old whist," remarked a prominent dealer. "The Northwest says so." Heavy sales of C. i. f. New No. 1 Hard and No. 1 Northern were made here about the same to local millers and this no doubt, had the effect of freighting holders of the old sheet.

Mr. F. J. Sawyer is on his way home from Europe after an absence of six months.

Mr. Jas. R. Parsons of the Batavia milling firm of Parson & Co., has retired from the business.

The receipts of car grain one day last week footed up 249 cars, the largest since the inspection system was established here.

Barley dealers are beginning to wake up although the condition of the malt trade does not favor an early resumption of malting. There is a large amount of malt on hand, and there is no desire to add to the stocks here until the outlook for its final disposition is more favorable than at present. No. 2 Western is offered at 70c. to arrive with no takers at 65. The barley here is of poor quality as to color, but heavy in weight. There is some enquiry for Canadian at about 10 cents under the price for which it can be laid down. We may be able to do a little business with Canada in spite of the McKinley bill.

Mr. Charles W. Richards is up to his ankles in business again. He certainly should succeed as there is no harder worker in the building than himself, besides he has the reputation of being strictly honest in his dealings with shippers. A man's books will get out of "whack" in spite of the best care, and that was all placed against him. He knows better now.

An attempt is being made to put John Campbell back on 'change again.

The Attica mills have been shut down for the past ten days, workmen being engaged in placing in the new Corliss engine ordered some months ago. "Bork's Best" brand has enjoyed an unexpectedly heavy run, and everything about the mill gives such promise of future success that Mr. Bork is warranted in making the great improvements now under way. Manager Gilles has proven himself a capable man, and the strict attention to his portion of the affairs of the mill has won the confidence of his employer as well as the merchants in Wyoming county. Two additional clerks have been put in the office to assist in giving customers better service, and the office has been removed to more commodious quarters over the old postoffice building. In fact, this mill has never succeeded as well since it was first built as it has under the present ownership.

The West Avenue feed mills in the same village, have shut down for repairs to boilers and some alterations in machinery.

Mr. C. S. Thompson, of the Star Mills, also in Attica, had the misfortune to break his left arm near the shoulder last week by falling from a train.

I see that the quarrelous old woman, who presides over the weekly teapot in the Northwest, is still addicted to the same chop. His language is perfectly awful, not to say disgustingly silly. It is time his friends should step in and prevent him from talking himself into more trouble than he can conveniently get out of.

BUFFALO.

BUFFALO, N. Y., September, 1891.

#### Home Seekers' Excursions.

Tickets at half rates will be sold by agents of the Queen & Crescent Route on Sept. 15th and 20th, from Cincinnati and Lexington to points in Kentucky, Tennessee, Georgia, Alabama, Mississippi, Louisiana and Florida.

Also at one and a third fare for the round trip to points in Arkansas and Texas.

Excursion dates heretofore published have been canceled and the above dates take their place.

#### OUR LEGAL DEPARTMENT.

Specially Prepared for The United States Miller and Milling Engineer, from the Latest Decisions.

##### DELAY IN DELIVERING TELEGRAM.—

A telegram was written on a night blank, which contained stipulations that the message should be delivered "not earlier than the morning of the next business day," and that the company should not be liable in damages unless a claim should be presented in writing within thirty days from the sending of the message. The telegram was paid for as a night message, but the agent of the company told the sender that it could not be sent that night, and promised that it would be delivered the next morning. On day messages the company allowed 60 days for the presentation of claims. The oral agreement did not alter the stipulation requiring a claim to be presented within 30 days, and that this limitation was valid; the damages resulting from delay having been as well known within three days from the sending of the message as afterwards.—*Western Union Telegraph Co. vs. Culberson*, Supreme Court of Texas, 15 S. W. Rep. 219.

**ASSUMPTION OF CONTRACT BY ACCEPTANCE OF BENEFITS.**—The plaintiff having performed services for the Hughes Bros. Manufacturing Company under a written contract signed "Hughes Bros.," and the company having recognized the employment and accepted and paid for the services up to the time of an alleged breach of the contract, and parol evidence is admissible to show its adoption by the company.—*McClintock vs. Hughes Bros. Manuf'g. Co.*, Court of Appeals of Texas, 15 S. W. Rep. 200.

**EFFECT OF USURY UPON CONTRACT.**—A sum of money belonging to two persons was loaned by one of them acting for both. The loan was made at the highest legal rate of interest, and the person making the loan accepted a valuable present from the one to whom the loan was made, as a further consideration for the loan. The effect of this was to taint with usury the portion of money loaned by the person accepting the gratuity, and while it did not effect the loan made by the other party, who knew nothing of the usurious transaction, it rendered the note and mortgage given for the whole sum void.—*Henderson vs. Godsey*, Supreme Court of Arkansas, 15 S. W. Rep. 193.

**FAILURE OF RAILROAD COMPANY TO FURNISH CARS ON REQUEST.**—By refusing to furnish cars on request, a railroad company does not incur the penalty imposed by Rev. St. Tex. 1879, art. 279, providing that for refusing to transport goods common carriers shall incur a penalty of not less than \$5 nor more than \$500 to be recovered by the owner of the goods. Article 279 is repealed by implication, so far as concerns railroad companies, by Sayles' Civil St. Tex. art. 4,227, providing that, in case of the refusal of any such corporation to transport any property or to deliver the same at the regular time, such corporation shall pay all damages, and article 4,227a, sec. 3, that if cars are not furnished when applied for, the railroad company shall forfeit \$25 per day for each car.—*San Antonio & N. P. Ry. Co. vs. Bailey*, Court of Appeals of Texas, 15b S. W. Rep. 203.

**USE OF FIRM RAILROAD TICKET BY INDIVIDUAL.**—Where a person claiming the right to travel on a train of a railroad company as a passenger holding a commutation ticket issued by the agent of the company, on the alleged ground that he is one of the members of the

partnership named on the face of the ticket held, that he must show the conductor that his name appears endorsed thereon, in compliance with the conditions specified in the contract on the reverse of the ticket. In case the conductor of the train should decline to recognize his right to thus use the commutation ticket, and should eject the holder, and damages are judicially claimed therefor, the legal obligation is imposed on the claimant to establish by a clear preponderance of proof, if denied, that there existed such a partnership at the time, and that he was one of its members.—*Grainer vs. Louisiana W. R. R.*, Supreme Court of Louisiana, 8 South. Rep. 614.

**RIGHTS OF INDORSEER OF NOTE.**—Where a note had been indorsed to the order of a stranger to it, and in an action to recover the amount it appears that the execution of the note was in fact induced by fraudulent representations, the holder must show by a preponderance of evidence that he became a holder of the note for value and without notice of the fraud.—*Benson vs. Gerlock*, Supreme Court of New York, 12 N. Y. Supp. 595.

**PROOF OF CLAIMS AGAINST ASSIGNEE.**—On an accounting by an assignee for benefit of creditors, the assignor, as receiver of a firm of which he was a member, presented a claim for an amount alleged to be due from himself to the firm. The only evidence of the assignor's interest in the profits of the firm, which was to be deducted from the amount charged against him on its books, was a mere estimate made by his co-partner, and acquiesced in by himself, without any evidence that in making such estimate the true value was placed on the firm profits. The claim was properly rejected.—*Cheever vs. Brown*, Supreme Court of New York, 12 N. Y. Supp. 607.

**LIABILITY OF PARTNERS AFTER INCORPORATION—RIGHT OF BROKER TO COMMISSIONS.**—A broker was employed under a contract with a firm and the agency was continued after the firm was changed into a corporation having a similar name without his being advised of the change, nor anything being done which required him to look to any others than the members of the firm as his employers. He might recover from them for services rendered after the formation of the corporation. While acting as general agent of defendants for the sale of their goods, he was requested by others to negotiate an exchange of a farm for goods; the exchange was effected through him, on which he received a commission from the owners of the farm. The firm had no information that he represented the other parties to the transaction, beyond a mere suggestion that the latter relied on his judgment as to the selection of the goods to be given in exchange. The broker was not entitled to commissions from defendants on the goods. Pending negotiations by the broker on behalf of the firm for an exchange of goods for a yacht, they wrote to him, that if he made trades on the basis proposed, they should expect him to wait for his commission until they could realize something on the yacht. He received this letter before the sale took place, but did not directly assent to the postponement of payment of commissions. It did not appear that the broker authorized the sale except on that condition. He was not entitled to commissions until the yacht was disposed of.—*Frankel vs. Wathen*, Supreme Court of New York, 12 N. Y. Supp. 591.



# MANUFACTURING SITES FOR SALE!

The undersigned owns a few of the *best* manufacturing sites in the city of Milwaukee, adjoining those now occupied by the *Milwaukee Car Wheel and Foundry Co.* and the magnificent plant of the *Fuller-Warren Stove Works* which cover nearly ten acres of ground. Best of railroad facilities. Parties desiring a suitable location should investigate this. Address,

**E. HARRISON CAWKER,**

36 & 37 Loan & Trust Building.

MILWAUKEE. WIS.

## FLOUR MILL FOR SALE.

### A RARE BARGAIN.

### A FOUR-STORY BUILDING SITUATED ON GROUND 50x150.

Following is a list of the machinery: One Schwartzwalder Scourer; one Victor Brush Machine; one Cockle Machine and Steam Wheat Heater; one 9x18 Double Chain Odell Roll; one 9x30 Double Odell Roll; three 9x24 Double Odell Rolls, or breaks on wheat; four 9x24 Stone Rolls for Middlings, and three pair Middling Stones; three Garden Bits and five Smith Purifiers; one Three Break Scalper and sixteen Flour Reels; three Fitcher and two "Silver Creek" Centrifugal Reels; two Richmond Bran Dusters; one Hughes Ship Stuff Duster; one Bran Packer; four Flour Packers; one Five Ton Platform Suspension Scale; Barnard & Leas' Separator to Grain Bins.

The above machinery is all of the latest improved, and has been run very successfully. Capacity of mill, twenty-four hours, 350 barrels. Driven by one 18x42 Reynolds' Corliss engine and one 180 H. P. Heine Safety Boiler. If desired, we will take pleasure in furnishing a more minute description, with price, terms, etc. The mill is situated on Fifth and Center streets, Little Rock, Ark. A bird's-eye view of Little Rock, showing location of mill, will be sent on application. For further particulars address,

THE ARKANSAS PRESS, LITTLE ROCK, ARK.

## ENGINE AND BOILER FOR SALE.

A 25 horse-power Reynolds Corliss engine, with 40 horse-power boiler and heater and connections, all in first-class condition and in use at present. To be delivered in July, 1891. A bargain for anyone in need of same. Reason for selling, more power required.

For further information address,

RIVERSIDE PRINTING & ENG. CO.,

111t

218-220 Third Street, MILWAUKEE, WIS.

### GROWTH OF DULUTH.

**A** CORRESPONDENT after visiting Duluth, writes as follows: "Ten years ago Duluth was a small, unimportant village. According to the Government census her population was less than 3,000. Only two railroads entered the town. Its lake traffic was small. It was not even mentioned among commercial cities. Little or nothing was known of the value of the iron mines in the vicinity and nothing had been done to develop them. Its bank capital was only \$50,000. The taxable valuation was less than \$700,000. There was neither jobbing, manufacturing nor trade of any consequence. The elevator capacity was insignificant. The buildings were straggling wooden structures and the 'streets were scarcely a grade in improvement above a common highway.' The great region to the West and Northwest was just beginning to awake from its sleep of ages and to develop the great wealth with which nature had endowed it. The village of 1880 is to-day the recognized key to the commerce of the Northwest. Its population, including the suburbs, which are practically a part of the city, is over forty thousand. The railroads entering the city have a mileage of seventeen thousand miles, and all the railroads of the Northwest and of the Northern lake region are making Duluth an objective point. One hundred and twenty-four passenger trains arrive and depart daily. The banking capital is \$2,000,000, and the bank clearings aggregated \$100,000,000 for the last year.

"The facilities afforded vessels and railways for receiving and delivering cargoes can be classed only as stupendous. It is no longer an uncommon thing for a vessel to arrive at Duluth harbor in the morning with a cargo of from 2,000 to 2,500 tons of coal, discharge it, load with a cargo of 90,000 to 100,000 bushels of wheat and start back for the East within the same day of twenty-four hours. Through a system of grain elevators, with a capacity of 21,000,000 bushels, Duluth transacts the business of the greatest primary wheat market in the world. For the year 1890 Duluth shipped 14,000,926 bushels of wheat, 2,589,227 barrels

of flour, 2,749,748 bushels of oats and corn, 164,056 sacks barley and flaxseed, 870,848 tons of iron ore, and received 857,594 tons of coal. The total receipts and shipments of grain in 1890 amounted to 35,537,348 bushels, an increase of nearly a million bushels over the previous year. The receipts and shipments of flour for the year 1890 reached 4,957,661 barrels, an increase of over a million barrels over 1889. The latter figures are significant, and indicate a growth in Duluth's flour trade which is of vast import to the future of the city."

### THE FLAVOR OF BREAD.

The *Australian Miller* calls attention to the fact that the bread of the Antipodes lacks the flavor of the bread of England of some twenty years ago, and suggests that the bread of this country has also lost its flavor in these days of roller mills. There is no doubt that it has; but whether it is due so much to roller mills as to imported flour is a question worthy of investigation. The wheat products of England are diminishing, and as it is chiefly to home-grown wheat that the miller looks for flavor, and that wheat is short in quantity, there can be no doubt that its absence accounts for the want of flavor. But it must not be forgotten that the elimination of the germ, and the kind of yeast used, have something to do with the absence of flavor our Australasian contemporary regrets.

### THE INVENTOR OF THE FLOURING MILL.

About the year 70 B. C. Mithriades, king of Cappadocia, one of the most ingenious and able princes of the time, invented the first mill driven by water. This triumph of his skill and ingenuity he caused to be erected in the immediate vicinity of the royal palace. In the course of time the Cappadocian bakers became celebrated, and were in demand throughout all parts of the world as then known.

These mills were usually placed upon boats on the river, being so elevated and contrived as to be easily driven by the water, and the millers were thus enabled to move from place to place, distributing the meal to their customers.—*Detroit Free Press.*

## DEALERS.

**H. R. STROEMER,**

Grain and Provision Broker,  
MACON, GA.

CORRESPONDENCE SOLICITED. Reference, Exchange Bank, or any other bank in Macon.

F. O. TREPAGNIER. Established 1844. EDWARD BRES.

**TREPAGNIER & BRES,**

DEALERS IN—

Provisions and Western Produce

81 MAGAZINE STREET,

Near Poydras, NEW ORLEANS.

**H. W. PARRISH,**

MONTGOMERY, ALA.

Solicits Correspondence looking to the Sale of

**FLOUR, GRAIN, HAY,**

Etc., Etc., Etc.

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COMMISSION MERCHANT IN

**FLOUR AND GRAIN,**

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CHICAGO.

**S. S. LINTON & CO.,**

Grain Commission Merchants,

42 Board of Trade, 46 Chamber of Commerce,  
DULUTH. MINNEAPOLIS.

**ROSS T. SMYTH & CO.,**

Grain and Flour Merchants,

17 Fenwick Street,

LIVERPOOL.

**C. CAESAR & CO.,**

Grain Exporters,

30 North Front Street,

PORTLAND, ORE.

WM. L. BOYD. ALBERT L. BOYD.

**WM. L. BOYD & BRO.,**

General Commission Merchants,

FLOUR, GRAIN AND MILL FEED,

No. 208 Spear's Wharf, BALTIMORE, MD.

We make a specialty of Flour and Mill Feed. Our trade on the medium and lower grades of Flour by far exceeds the supply at all times. Millers having a surplus would do well in sending samples and consulting us first, before disposing of same. Liberal advances made on consignments.

REFERENCES: BALTIMORE BANKS.

ANTON KUFKE. FRANK KUFKE.

RICHARD KUFKE.

**ANTON KUFKE & CO.,** **ANTON KUFKE.**

Liverpool.

Glasgow.

**Flour Merchants.**

## FOR SALE.

**FLOURING MILL,** at Volga City, Clayton Co., Iowa. Water power, Allis A rollers and other improved machinery. Reason for selling, old age of owner. Good wheat is abundant. **HENRY WHITE.**

## FOR SALE—in Genesee Co., N. Y.

**PIECE OF MILL PROPERTY,** 25 acres, two houses, with a twenty-two foot fall of continuous, unfailing spring water supply. This property is within a few rods of the West Shore Railroad and in a great custom business vicinity. Will advance money to rebuild on small payment. For particulars address, **T. CARY,** 6-4t **BATAVIA, N. Y.**

## FOR SALE OR FOR RENT.

**FOR SALE—The "PIONEER MILLS,"** Washington, D. C. This is a 500 barrel full roller mill, built according to the Edw. P. Allis system. First-class water power. Machinery of the most modern and improved patterns. Railway connections first-class. For full particulars address **AUSTIN HERR,** Washington, D. C.

**FOR SALE—A 100 barrel full roller steam** flouring mill, with feed, cornmeal and buckwheat roll, and with all the latest improved machinery. Situated in an unexcelled wheat section in the Willamette Valley, Oregon, on the S. P. R. R. with elevator capacity for storing 150,000 bushels of wheat and 50,000 bushels of oats and barley for feed. This mill must be seen to be appreciated. For information address **F. BARNEKOFF,** 142 Front street, Portland, Ore.

**FOR SALE—The flour mill known as the "MODEL MILLS,"** Rochester, N. Y., 200 barrels, winter and spring wheat, roller and stone process, modern machinery in good repair, good water power, long lease on easy terms, good custom trade. Must be sold to close an estate. Apply to C. D. Kiehel and John H. Campbell, Executors, 803 Wilder Building, Rochester, N. Y.

**FOR SALE—Shakopee flour mill—must** be sold. Daily capacity 300 barrels. Built in 1886. Brick, four stories and basement. Mill is in first-class order and ready to run. Elevator 25,000 bushels capacity, crib work veneered with brick. Large local and feed trade. Twenty miles from Minneapolis. Address **CHAS. G. HINDS, Assignee,** Shakopee, Minn.

**FOR SALE—One of the best pieces of** milling property in Northeastern Iowa. Water power. Price cheap and terms reasonable. Address **J. C. MANN,** Myron, Iowa.

## SITUATIONS WANTED.

**WANTED—A thorough miller and millwright** desires a situation. References furnished if desired. Address, **MILLER & MILLWRIGHT, Box 123,** NASHVILLE, TENN.

**WANTED.—A change by a competent miller** with 15 years' experience in good mills. Am a young married man, now managing a successful mill. One year in this position; three years in last as foreman of a 150 barrel mill. Have a complete kit of tools, and do repairing. References furnished. Correspondence solicited, from Nebraska especially. Address, **S. C. EARNEST,** St. Joseph, Mo.

**WANTED.—A situation by an experienced** miller, single man. Hard wheat country preferred. References, Guthrie Bros. Can go at once. Address **W. A. PARK, Box 73,** SUPERIOR, NEB.



## MILWAUKEE ITEMS.

MILWAUKEE dealers anticipate a short crop of corn and potatoes in Wisconsin.

THE Wilkin Manufacturing Company's plant in Bay View will be sold and the proceeds divided among the creditors. A committee is examining the books of the firm.

The E. P. Allis company has begun suit in the United States Circuit court of Illinois against the United States Sugar refinery to recover \$10,000 for machinery furnished.

W. G. KING & Co., flour commission men at Boston, have begun suit against Faist, Kraus & Co., for \$3,500 damages. They claim that the defendants failed to perform a contract for the sale of a quantity of flour.

THE Cockle Separator Mfg. Co. of Milwaukee, Wis., have lately furnished Kurth Cockle Separators to E. P. Allis Co., Milwaukee. The J. B. Allfree Mfg. Co. Indianapolis, Ind., and The John T. Noyes Mfg. Co., Buffalo, N. Y.

THE millers of Milwaukee are preparing to inaugurate a system of dockage for dirty wheat samples of the new crop. Shippers in the interior will find it to their advantage to thoroughly clean their consignments for this market and thus avoid paying freight on dirt.

THE Superlative Purifier Mfg. Co. of Milwaukee, Wis., have orders for New Era Scalpers to be shipped to Kaiser Bros., Centralia, Ill.; Nordyke & Marmon Co., two machines, Indianapolis, Ind.; Kirk & Wood, Ravenna, O.; Essmuller & Barry, St. Louis, Mo.

THE Wilkins Mfg. Co. of Milwaukee, made an assignment for the benefit of creditors, August 20. John Barth, the assignee, gave bond in the sum of \$400,000. The company employed about 700 men. It is reported that all creditors will be paid in full.

THE Superlative Purifier Mfg. Co. of Milwaukee, Wis., have recently shipped New Era Scalpers to C. T. Hanna, Milltown, Pa.; C. T. Hanna, Meadville, Pa.; Williams & Groat, Portland, Ore.; Loughry Bros., Monticello, Ind.; Oakes Milling Co., Oakes, N. D.; Nordyke & Marmon Co., Indianapolis, Ind.

WHAT CONSTITUTES A CAR LOAD.—An amendment has been made to the chamber of commerce rules that unless otherwise specified 30,000 pounds of wheat, corn, oats, barley, rye, flax-seed or other seeds; 28,000 pounds of feed in sacks, and 24,000 pounds of feed in bulk shall constitute a carload.

D. R. MAY, who has long been in charge of the St. Paul company's elevators here, has been transferred to St. Paul in charge of the company's elevators there, in place of George J. Osborn, who recently committed suicide. W. H. H. Dodman, who has managed the Argus Smith elevators here for years, succeeds Mr. May in charge of the St. Paul company's Milwaukee elevators.

UPON the petition made in the circuit court by Receiver F. H. Magdeburg of the defunct firm of Mohr, Zinkheisen & Co., the receiver was authorized to bring suits against the following firms for the various amounts alleged to be due: Edwin Cook, \$256.27; Kingsbury & Henshaw, Antigo, Wis., \$208.80; W. F. Spiegelberg & Co., Merrill, Wis., \$199.20; Krueger & Lachmann, Neenah, Wis., \$145.49.

Bruno Fink, secretary of the Asmuth Malt & Grain Co., says: Wisconsin's 1891 barley is A No. 1, the finest in the land, the best in years. As in the past brewers and maltsters will stock up

heavily with it, and Chicago receivers, who fully understand its merits, will strain every nerve towards obtaining a good share of it, but Milwaukee, the natural outlet and prime center of this great barley producing state, will continue to lead the van, and her No. 2 barley will not only be a recognized standard all over the United States, but will be found to justify in the full sense all that has ever been claimed for it.

## THE WORLD'S WHEAT AND RYE CROP.

THE London "Times" publishes the following details concerning the summary recently cabled to this side at the beginning of the month: "The Hungarian Minister of Agriculture, in giving his annual crop returns, says the estimates are based on Consular reports, and the results turn out pretty much as expected. The returns for Roumania are consolidated in one estimate, whilst those for the Bavarian Palatinate and Wetterau are given out separately. The estimates of the wheat crop of India are given at 6,842,000 tons, and of the United States as 545,000,000 bushels, whilst the maize crop is given as 2,027,000,000 bushels for the United States. The percentages of production with the comparisons of previous year's estimates are as follows:

	Wheat.		Rye.	
	1891.	1890.	1891.	1890.
Austria.....	93	100	83	107
Hungary.....	100	127	71	138
Prussia.....	92	104	76	98
Saxony.....	103	110	93	95
Bavaria, Franconia.	100	90	92	88
Bavaria, Up. & Lowr.	78	110	80	100
Bavaria, Pfalz.....	75		80	
Bavaria, Wetterau.	49	b105	75	b115
Baden.....	60	105	65	100
Wurtemberg, winter	84	107		
Wurtemberg, spring	98	102	c85	c103
Mecklenburg.....	93	105	85	97
Denmark.....		105	100	105
Norway & Sweden..	110	80	100	90
Italy.....	86	100		
Switzerland.....	100	120	100	120
Holland.....	77	88	73	95
Belgium.....	x66	100	45	95
France.....	64	95	90	
Gt. Brit. & Ireland..	95	100		
Russia—				
Podolia.....	100	65	60	85
Bessarabia.....	70	125	50	150
Poland.....	82	98	87	90
Central.....	55	73	65	93
Cherson & Ekat'na	90	105	60	90
Cour'd & Livonia.	95	100	75	72
Esthland.....	45	88	45	88
Roumania—				
Moldavia.....		110		112
Little Wallachia..	d90	100	d60	80
Great Wallachia..		107		60
Servia.....	100	100	95	115
Egypt.....	95	90		

x Subject to correction. b Including Pfalz and Wetterau. c Including winter and spring. d Including Moldavia and the Wallachias.

NEWS.—THE first flouring mill to be erected in the United States by the Farmer's Alliance is now in course of construction at San Miguel, Cal. The corner stone of the structure has just been laid.

LAMPEN's mill at Frenchtown, N. J., is now a roller mill.

AT Barnard, Va., Aug. 21, fire destroyed Sefford's grist mill.

MANBECK & NELSON will soon build a large steam flour mill at Millintown, Pa.

MILTON O. VALENTINE is changing his mill at Liberty, Md., from stone to roller system.

BURNED, Aug. 1, David Herring's mill at Orangeville, Pa. Cause unknown. Loss, \$12,000.

THE Sheridan Flour Mill Co., Sheridan Ore., has a neat 100 bbl. roller mill. It is kept busy.

BURGLARS recently cracked the safe in Crarey, Hall & Co.'s mill at Hancock, Pa. They got nothing.

MR. REITZ is building a 150 bbl. roller flour mill in Baltimore, Md. He will also continue to operate his mill at Somerset, Pa.

THE Baltimore Grain and Stock Commission Co. is a new Baltimore, Md., corporation. Its business is indicated by its title.

AT Laytonsville, Md., Sept. 3, J. S. Boeson & Sons' new roller flour mill was burned. Incendiary. Loss, \$5,000; insurance, \$2,500.

AT Philadelphia, Pa., Aug. 29, the macaroni factory of Cuneo & Razzio was destroyed by fire. Loss \$30,000; insurance \$18,000. Two firemen fell from a ladder and were slightly injured.

BURNED, Aug. 18, John H. Nyce's roller flour mill at Perkiomenville, Pa. Loss from \$15,000 to \$20,000 with light insurance. Cause unknown.

THE Goldendale Milling Co., Goldendale, Ore., have now a complete roller mill of about 100 bbls. capacity. It is driven by both steam and water.

AT Chester, Pa., Sept. 10, the Chester Manufacturing Company's mill at Green and Caldwell streets was burned. Loss, \$2,500; covered by insurance.

THE grain elevators at Appleton, Clintonville, Van Dyne, Oakfield and Rosendale, which belong to C. W. Morey, of Appleton, have opened for the season.

NEAR Cape May, N. J., Sept. 4, the Cold Spring Flour Mills were burned. They were owned by George Hildreth, of Cape May. Loss, \$10,000; partly insured.

AT Milton, Fla., Aug. 12, William Davidson's saw, planing and grist mill was burned. The fire was of incendiary origin. The loss is \$5,000. There was no insurance.

J. A. HINDS & Co., Rochester, N. Y., has become a corporation, with capital stock of \$100,000 divided into 1,000 shares. The corporation will operate the Washington mills.

A STEAMER which left San Francisco about six weeks ago with a cargo of 1,400 tons of wheat for Peru, reports American flour was selling at Callaco at \$18.00 per sack.

BRINTON, DUNCAN & BARNES' flour mill at Phillipsburg, Pa., was destroyed by fire recently. Loss \$10,000, with \$5,000 insurance. Cause unknown, but thought to be from sparks from railway engine.

FRED WATERMAN, a small trader on the New York Produce Exchange, was suspended by the Board of Managers August 21. He was unable to meet his obligations owing to the recent rise in rye market.

AT North Prairie, Wis., Aug. 16, the elevator was burned, with some grain. The owner was T. B. Hurst. His loss was \$4,000 or \$5,000, with no insurance. It is supposed to have been a case of spontaneous combustion.

AT Colfax, Ind., Aug. 24, the grain elevator, the property of Louis Dukes, was burned with about 500 bushels of wheat and a small amount of other grain. Loss total, with an insurance of \$3,000. Supposed to be incendiary.

THE effort to enforce the elevator law in North Dakota resulted in the issue of two writs of alternative mandamus against the Minneapolis & Northern Elevator Company at Grand Forks to compel the storage of wheat.

THE Northern Grain Company of Minneapolis, capital stock \$60,000, were filed at the office of the secretary of state, the latter part of Aug. The incorporators are Llewellyn Christian, Charles E. French, James W. Hoit, Minneapolis.

JOSEPH PERRIEN, the Detroit (Mich.) miller, who was abducted and held for ransom last winter, has sued William and John Considine, Frank Kennedy, Ed. Kent and Frank Griffin, for \$100,000 damages, alleging that they were his abductors.

LESTER B. FRANCIS, a non-resident, sues the Millers' Mutual Insurance Company for \$3,000 insurance on the Kinnievill Mills, at Nova Scotia, Mich. The mill burned down on April 4, 1891. The plaintiff is a mortgagee, the owner of the property being John Steller.

THE new flour mill at Athena, Ore., began operation the fore part of this month. It was the original intention to put in machinery for only a 60-barrel mill this season, but later it was decided to make it 100. The machinery is of the very latest patent, and it will be one of the most complete in that state.

THE Knickerbocker Grain and Stock Exchange Company, the main office of which is in Albany, suspended Sept. 3. The concern did a large business in the northern and northwest sections of New York and in New England, having branch offices in Syracuse, Rochester, Elmira and other cities in the interior, and in Montreal and in Massachusetts.

DIED, at Bay View, Mich., Friday, Aug. 28th, 1891, Mr. Oscar F. Clark, of the firm of Hart, Clark & Co., Flushing, Mich. Mr. Clark accompanied with his wife went to Bay View, July 29th, to take a much needed rest, but was not seriously ill until a week before he died. This is the first member of the Michigan Millers' Association to be called by death since the organization in 1890.

THE Wall Street Journal says: With the increased yield of wheat in America and in India the world's wheat crop promises to be about an average. The world's crop of rye last year was 1,350,000,000 bushels and the average is about 1,200,000,000 bushels. The decrease of 4,000,000,000 in Europe is about 30 per cent. from last year. Europe's loss of 658,000,000 bushels of wheat and rye must be made up from America for the most part.

THAT the St. Paul Road is after Duluth traffic is indicated by the fact that it has put into effect the same grain rates from Dakota points to Duluth that apply to Minneapolis. As the distance to Duluth is just 155 miles greater than to Minneapolis, the Duluth grain men are very much elated. They think that sooner or later the Chicago, Milwaukee & St. Paul will absorb the St. Paul & Duluth line.

THE Menasha Wood Split Pulley Works were destroyed by fire Sept. 14, also James Jones Flour Mill at Menasha, Wis. The total loss is \$82,000, and the entire insurance \$40,000. The loss to the Pulley Company is \$55,000; insurance, \$22,500. The loss on the Jones flouring mill was \$15,000; insured for \$6,000. The C. R. Smith Barrel Company's loss on warehouse and 15,000 barrels is \$12,000, fully insured. P. V. Lawson of the Pulley Company, says his works will be rebuilt.

IN the case of Carr vs. the National Elevator company, Judge Templeton quashed the writ of alternate mandamus and holds that elevators under the laws of North Dakota cannot be compelled to engage in storage business unless they so choose; that the laws of 1890, under which grain inspectors are appointed, has no applicability to elevators at other than terminal points. The opinion of the attorney-general seems to be repudiated by the court, the work of the inspectors ended and the offices practically abolished. The plaintiff excepted and gave notice of appeal.

DAVID H. HAINES, treasurer of the Haines Milling company, of Three Rivers, Mich., called on U. S. Commissioner Hoyle at Chicago, Sept. 7, to get information regarding Spanish weights. The first shipment of flour to Cuba under the new reciprocity treaty with that nation will be made by this firm. Mr. Haines said his company was about to send large quantities of flour to Havana, but the Cuban dealers required the flour to be in sacks of 200 pounds each, Spanish weight. He didn't know what the Spanish weights were and he was referred to the big importing houses.

ON May 15 little Thomas Stretch, the 5-year-old son of Miller Reeve A. Stretch of Lower Alloway Creek township, Tennessee, was seriously injured by being caught in a belt at the mill, and would have been killed but for the promptness of his father in stopping the machinery. He has now almost recovered from the effects of the accident, but a few days ago a dark spot was noticed over his eye. It was opened with a lance and found to be a grain of wheat, which sprouted. The grain was probably forced under the skin when his head struck a bin while he was being whirled around the shaft.

A LARGE Chicago operator says: "When the bull fever exhausts itself, or, if there is any great damage to corn from frost, you want to sell St. Paul and Burlington. Sell St. Paul because it is high and Burlington because with the extensions which it has under way and the comparatively unproductive new mileage, the road must have a good corn crop in order to maintain its dividends at all. The question with the Burlington is not one of greatly increasing its dividends. It needs a good corn crop to keep up its present dividend for a year or two to come. After that, if its new mileage turns out well, the company will be in a different position. But this year it needs a big corn crop and needs it very much."

THE success of Henry Allen in Wall Street has been enough to cause the other operators to gape. In bear times and bull times he has "called the turn" in the market.

"I don't look for much of a reaction," said he, "until the market has burned itself out. The brokers now have more business than they can take care of. Men in the market who were worth \$1,000,000 a month ago are now worth \$1,500,000, and this is due to the appreciation in values. The improvement in values will extend into the general business of the country. The West has not yet been heard from. When it is the boom will receive an impetus that nothing can stop. People are going crazy on stocks, and their insanity will be the means of making money for them."

## A FAIRY TALE.

A famous woodsman once boasted that he could find his way through a wilderness and return by the same path.

Being tested, he carried with him a slender thread, which should serve as a guide for the return trip. Reaching the end of his journey, he lay down to rest. While he rested came the genius of industry and breathed upon his thread and changed it to two shining ribbons of steel. It was a railroad. Throngs of people whirled past him in luxurious cars, and he read upon the train the mystic legend: "Wisconsin Central!"

For tickets, berths and full information apply at Milwaukee City Ticket Office, 99 Wisconsin St.



## LABOR PAST AND PRESENT.

**P**ROFESSIONAL agitators are prone to make contrasts of the present condition and status of labor with its condition and status in the remote past. They repeat incessantly the most astounding falsehoods. According to their statements, labor was never so badly conditioned, never occupied so inferior a status as now. They claim that in the past labor was recognized properly, rewarded abundantly and held in greater esteem than now. They assert that the laborer was ranked in ancient days with the ruler, that the smith the mason, the carpenter, the textile maker and the agriculturist divided the honors of the time and the profits of all enterprise with men whose names appear in history as kings, warriors, rulers, statesmen and tyrants. Laboring men of this prosaic nineteenth century must, if they believe the absurdities and falsities preached to them by their hired agitators, look back with regret to the "good old times" of which they hear so much that is utterly false, unreasonable and unhistorical, so far as labor is concerned.

Students of history are not misled by these wondrous falsifications of these conscienceless agitators. Laborers who have not read history may be misled. Ignorance of the past may cause them to be unduly discontented with the present, and that is precisely what the agitators have in view in their misrepresentations. The business of agitation depends wholly upon discontent, and the agitators are not squeamish about the foundation of the discontent upon which they practice the fine art of making a living at the expense of others. All discontent, wise or unwise, reasonable or unreasonable, brings grist to their mills. To manufacture discontent is their main object, and falsification is their main weapon. The boldness of their fabrication is startling. Recently one of the prominent agitators, a "reverend" or "exreverend" quack, declared that "nineteenth-century labor in civilized countries is in worse condition than labor ever was in Pagan lands in the past." Others imitate this agitator, and American laborers are continually hearing that their condition is far worse than was that of their long-dead heathen forerunners. Believing this they are ready to demand changes that shall give them a share in the benefits of advanced civilization.

What is the historical truth? Was labor in olden times better rewarded or held in higher esteem than in these times? So far as history is printed, it answers "No!" Labor in olden days, and even in days not long past, was held as disgraceful. Back in the vaunted "Golden Age" there was no labor but slave labor. The few who did not work were the owners of the millions who did work. Labor did not control its own muscles, did not set its own hours, did not fix its own pay, did not act in any way or particular as it can act in this age. The historical wonders of human achievements represent the work of labor that was a mere chattel, a brute force controlled by caste and rank. The mighty pyramids, the great water-works, the long aqueducts, the massive bridges, the endless walls to prevent invasion by enemies, the deep mines, the wonderful towers, temples, grottoes, caves, sphinxes, mausoleums—what do these all represent so far as labor was concerned in the "good old times?" They mean the agony of slavery, the wastage of human blood and bone, the brutalization of millions of human be-

ings. Can the agitators present a corresponding picture of labor in this age in civilized lands? The attempt to do so would be presumptuous. Labor then was not what it is now.

Agitators declare that strikes are a peculiar institution of these days, that it is only in modern times labor has found itself so badly circumstanced that it is forced to "rebel against its oppressors." Again the agitators falsify. Labor in all ages has revolted against its "oppressors." Ancient history is full of tales of "strikes" that were carried on on so great a scale as to make the most gigantic strike of these days seem tame in comparison. The Jewish nation was enslaved and converted into a mere aggregate of brute labor by the Egyptian ruler. Despite the coloring that may be given to their revolt, it is beyond doubt that revolt was in all essentials a "strike." A whole race "went out." The "walking delegate" was there. The prisoners refused to work, and their "strike" was successful. They ceased to make bricks, and the greatest "strike" in history ended. In Greece the mine slaves repeated the "strike" of the Jews on a smaller scale, but with a marked result on the history of educated, powerful, refined, civilized Greece. The "strikers" from the mines became soldiers and

were defeated. The captured ringleaders, the conspicuous agitators, the walking delegates, 6,000 in all, were crucified on the Appian Way, and another great "strike" came to an end.

Nineteenth century labor has little in common with the labor of the olden times. To-day labor has, in the United States at least, no social barriers to surmount, no ownership to strive with, no civil or political disabilities to weaken it. The laborer can enter any door which he may desire to enter, so far as external influences are concerned. Everything, within certain natural limitations, depends upon himself. He may be a rail splitter, a shoemaker, a tailor, a blacksmith, or a canal boatman, but these externals do not prevent him from becoming the chief officer of the republic. He may be a telegraph operator, but that cannot prevent him from becoming one of the most famous men of his age. Labor has made wonderful advances since the days of naked slavery, all the agitators in the world to the contrary notwithstanding. To-day it is the hand of labor that is opening the doors of the palace, not as the slave, but as the peer and the guest of the inmates of the palace. To-day labor is at the exact opposite, compared with the personal and social status of labor

mankind to make an intelligent and systematic effort to secure his just dues from the government, whose network of official red tape so often strangles deserving cases, the "Pioneer Press Bureau of Claims" proposes to make no charge whatever for service unless successful in whole or in part in its effort, and in such cases the fees will be more moderate than have ever obtained for like work in the past.

We are informed that in this enterprise the *Pioneer Press* has associated itself with those brilliant and progressive types of Western journalism, the San Francisco Examiner and Omaha Bee. With the idea of making it a national affair the entire country is to be divided up between a limited number of newspapers of the highest class. A special effort will be made to successfully prosecute pension, Indian depredation, land, patents, mining and postal claims, and with the assurances offered by the well known business, financial and political standing, not only of the *Pioneer Press*, but its associates in the new enterprise, it is easy to see that the work will inure to the benefit of hundreds and thousands of persons who otherwise might be the victims of the numberless sharks who make the legal ways of our nation's capital a terror to everyone having cause to venture therein.

All communications or applications from any one living in Minnesota, Wisconsin, North Dakota or Montana, having a valid claim against the United States government should be addressed to the manager PIONEER PRESS BUREAU OF CLAIMS, Pioneer Press Building, St. Paul, Minn.

## TRADE NOTES.

**NEW WATER WHEEL PAMPHLET.**—This new pamphlet is published by James Leffel & Co., Springfield, O., Hydraulic and Mechanical Engineers, and makers of the celebrated James Leffel Water Wheel. It is elegantly printed, on finely finished paper, is handsomely illustrated throughout and contains a large amount of useful and practical matter to those improving water power. A great number of plans for placing wheels are shown, both upon upright and horizontal shafts. Entirely new tables of the Wheels are published, containing new features never before presented by any Water Wheel maker.

This firm has been making the James Leffel Water Wheel for thirty years continuously, and its business is conducted by the same parties and managers that have been with it since its early history. They make 110 different sizes and styles, and have shops, tools and patterns designed exclusively for this business, and are turning out more and better work to-day than at any time heretofore. The new pamphlet will be sent free to any one applying to the above address.

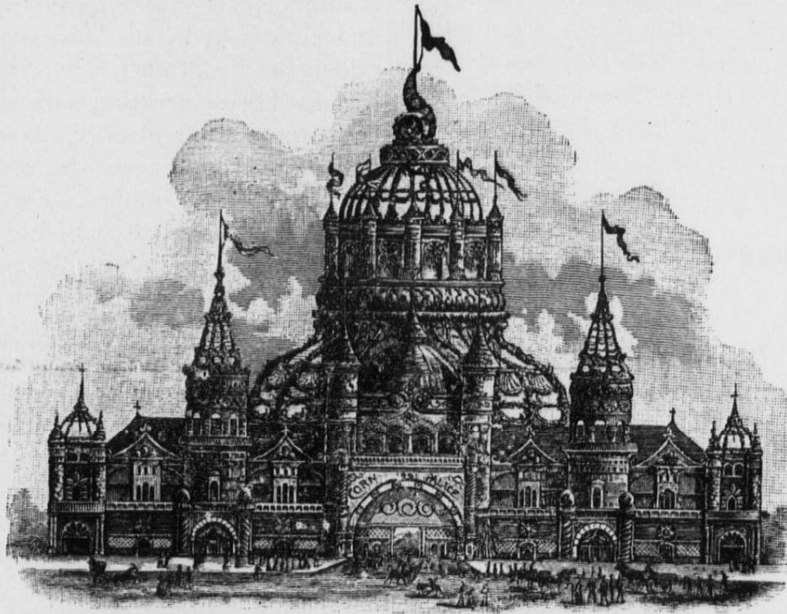
R. H. THOMAS, of Sheboygan Falls, has remodeled his mill and placed a 26 in. Improved Walsh Double Turbine Water-Wheel, manufactured by B. H. & J. Sanford of that place.

## Two Genuine Harvest Excursions

Will be run from Chicago, Milwaukee, and other points on the lines of the Chicago, Milwaukee & St. Paul Railway, to points in Wisconsin, Western Minnesota, Northwestern Iowa, South and North Dakota, Nebraska, Kansas, Colorado, Utah, Wyoming and Montana, at cheap excursion rates, on August 25th and September 29th, 1891.

For further particulars apply to the nearest coupon ticket agent, or address GEO. H. HEAFFORD, Gen'l Pass. Agent, Chicago, Ill.

P. S.—It will do your heart good to see the magnificent crops in South Dakota. They are simply immense.



SIoux CITY CORN PALACE—OPENS OCTOBER 1st, CLOSES OCTOBER 17th.

turned their swords against their masters and owners.

Roman history repeats the tale of the "strike" among the Roman slaves. Rome made all labor slave labor, set a stain upon toil, paid production with scorn and the lash, wrung life out of the workman and flung his "carrion corpse" to the dogs and vultures. Labor was subjected to all conceivable indignities, forced to fight with beasts in the arena, to contend man with man for the delight of a besotted aristocracy, to go naked, to live on the poorest of food, to stand outside of the social pale, to know nothing, to own nothing, to venture nothing, to live like brutes in human form, and to have no share or part as men in the world in which they found themselves linked with and treated as beasts. Roman times belong to the "good old times," but the Roman laborers did not enjoy the "good old times" so thoroughly as the agitators of these days assert they did. Roman labor "went out on a strike." How was the beneficent institution known as the "strike" treated in the "good old times?" About 200,000 laborers went out on a "strike." Their number was increased to 300,000. Soldiers went against them to compel them to return to work. The laborers stole or made arms. They resisted. They fought stubbornly, but in the end their "strike" failed. The trained soldiers of Rome vanquished armed labor. The "strikers"

of the vaunted "good old times," and it will do itself a gross and uncalled-for wrong if it fails to comprehend its advance, bases discontent upon that failure, and surrenders itself to the mountebanks, who deceive and dishearten it for their own benefit. It is pleasant to contemplate the overthrow that has, after ages, placed labor in virtual command of the civilized world, and to believe that labor, emancipated, educated, refined, elevated, self-reliant, will take no backward steps, and will rule justly, wisely and liberally.—A. B. Salom, in *Iron Industry Gazette*.

## THE PIONEER PRESS BUREAU OF CLAIMS

For the Speedy and Economical Settlement of all Valid Claims Against the United States Government.

**T**HE enterprise and public spirit of the St. Paul *Pioneer Press* has never been more forcibly illustrated than in the establishment of what is known as the "Pioneer Press Bureau of Claims," with headquarters in St. Paul and Washington, D. C., through which claims of all sorts against the government may be pushed, at a minimum of expense, and a maximum of expedition and economy. Under the offer made by the *Pioneer Press*, any person living in Minnesota, Wisconsin, North Dakota or Montana, having legal business of any kind requiring attention at the seat of government, can avail himself of these advantages. In order to render it possible for the poorest of



## A SCOTCH MILLER'S VIEW OF THE SITUATION.

THE opinion of a prominent miller in Edinburgh is that the advanced prices are due to the prohibition by Russia of the exportation of rye, leading to the conclusion that this extreme step could not have been taken unless there had been a bad harvest both of rye and wheat. He remarked that the whole matter was one of uncertainty, and that nothing could be definitely said as to the prospects of the trade, the only thing which could tend to the prices going back being a good home supply. Within the last three weeks American red winter wheat had risen from 35s to 41s and 42s, a rise from 6s to 7s per quarter, and other kinds of wheat had risen in proportion. Without stating so definitely he was inclined to believe that the millers here had a good supply in hand.

A fair indication of the millers' position is given in a recent issue of the "Corn Trade List." It says:—"Many vague rumors have been current this week that Prussia would prohibit wheat exports, but these have not obtained much credence, and according to telegrams from St. Petersburg it is officially declared that there is no ground for them, the Government considering that the prohibition of rye exports will be sufficient to assure an adequate supply of food for the distressed districts, which seems doubtful when it is considered that the deficiency in the supply of rye is according to the Minister of Finance, 19 to 21 million quarters. With regard to wheat, not much is said of the crop which, however, has suffered from the same cause as rye, but in a less degree. In the Southern parts the stocks are said to be extremely light, and the supplies of new wheat very small. The exports, nevertheless, have continued of fair extent. According to latest advices, however, holders were asking prohibitive prices, and fresh business was very difficult, although there has been a further decline in the exchange value of the rouble recently. This season's exports have been nearly equal to last year's but this has evidently been at the expense of reserve stocks, which have seldom before been so exhausted, comparatively speaking, as they now are. For the ensuing season it is very difficult to estimate the probable shipments, owing to the failure of the wheat crop; they are expected, in any case, to be very small. The extraordinary high price of rye is naturally attracting considerable attention just now, inasmuch as if rye maintains for any length of time the position of being dearer than wheat, the latter must in the ordinary course largely replace rye for human consumption. In ordinary years rye is worth about 15s per quarter less than wheat; to-day it is several shillings dearer than the more nutritive article, wheat. Much depends upon the duration of the Russian order prohibiting rye exports; but in view of the extraordinary deficiency in the rye crop this year, one is not inclined to think that this article will give way materially. As far as Germany is concerned, the effects are rendered more serious, because the rye crop in that country is also very deficient. Germany in ordinary years consumes about 14,000,000 quarters of wheat and 32,000,000 quarters of rye, this season it is calculated that probably 16,000,000 quarters of wheat will be consumed; in which case Germany will have to import 4 to 5 million quarters. There can be no doubt in any case that there

will be an extraordinarily large demand for wheat in Europe this year, both on account of the deficient wheat crop, and because wheat will be largely required to replace rye. Under these circumstances buyers have done, and will do, wisely to provide against these extra requirements, but equally serious, in its immediate effect, is the continuation of unfavorable weather for the harvests in England, France and Germany. For every week's delay in the appearance of new wheat, these countries require extra aid in the shape of foreign wheat, to the extent of nearly a million quarters. In the United Kingdom, too, the reserve stocks are so very limited that continued wet weather may be expected to lead to very active buying. Circumstances have, indeed, been lately combining strongly in favour of prices; first there was the Russian rye export prohibition, which must produce so great an effect in Germany and other Continental countries; then the reports of a much smaller yield in France than was expected; and now heavy rains just at the time when sunshine was so much needed, have evidently determined everybody to lay in stock, in view of a probable further advance.

## THE CHAMBER OF COMMERCE BEFORE THE REVOLUTION.

ON the 5th of April, 1768, twenty merchants, convened for the purpose, established "The New York Chamber of Commerce." The eminence of the men, and of those who were afterwards associated with them, is attested by the thoroughfares which still bear many of their names. The growth of the corporation is marked by the northerly advance of streets honored by their patronymics. Desbrosses, Murray, White, Franklin, Thompson and Van Dam are examples of the first class. John Cruget was elected president, Hugh Wallace vice-president, Elias Desbrosses treasurer, and Anthony Van Dam secretary. Meetings were held at 6 o'clock in the evening, fines imposed for late arrival, and non-attendance excused only for "gout" or other valid reasons. Bolton and Sigel's tavern, still standing, at the southeast corner of Broad and Pearl streets, afterward known as Fraunce's Tavern, was the place of rendezvous. Thence, in 1769, they removed to the Great Room of the Merchants' Exchange, at the lower end of Broad street, where they remained until the outburst of hostilities in May, 1775, estopped further sessions.

Proceedings in the Chamber of Commerce were necessarily related to materials, instruments, tare, weight, and inspection of the provision trade, including "cornel," or the unbolted portion of flour; relative values of Pennsylvania, New Jersey and New York paper money and to bills of exchange. Inland and foreign commissions, fire and marine insurance, collection, brokerage, fisheries—for success in which bounties were paid—tonnage by measurement, count, or weight, and buoys for the safety of navigation, also engaged their attention. Normal weights and values of current coins were determined.

Up to the evacuation of the city by

the British and its occupation by the Americans, on the 25th of November, 1783, the New York Chamber of Commerce had had seven presidents, thirteen vice-presidents, eight treasurers, one secretary, and 135 members. Of the old members nine subscribed the petition to the legislature of the State of New York for confirmation of the charter. Seven were present at the reorganization of the Chamber, and seven others were readmitted by ballot; seventeen more were readmitted by resolution on Feb. 13, 1787. Since then the career of the corporation, under consecutive amendments to its charter, has been one of ardent patriotism and wide beneficence.—"The New York Chamber of Commerce," by "RICHARD WHEATLEY, in *Harper's Magazine* for September.

## MILLING AND MECHANICAL NOTES.

**LAYING CONCRETE UNDER WATER.**—A simple process of lowering concrete under water by means of what may be called the "continuous hopper," has been used in constructing the piers of the large railway bridge over the Loire. The difficulty was to prevent the contact of the concrete with water before deposition. A tube was suspended by a crab winch resting on the usual frame work, and while the lower end rests on the ground, is filled with concrete. It is then raised and part of the concrete allowed to run out and settle itself. This, which is the whole of the process, can be repeated at any part within the frame work. It has proved both more effective and cheaper than the old process of depositing by boxes. Neither concrete nor cement can be emptied in water loose with good results, but must be conveyed to place in boxes or bags.

THE largest and most powerful wheel in the world is a water wheel in operation at the Burden Iron Co's. plant at Troy, N. Y. It was constructed in 1851 by the late Henry Burden, and is an overshot wheel of 1,200-horse power, sixty feet in diameter, twenty-two feet in width, and containing thirty-six buckets each six feet deep, and is so practically constructed as to be readily controlled by a lever, which gives it any degree of power required. A wheel thought to be the largest in the world, but which will have to be acknowledged second at the best, was recently constructed by the Dickson Manufacturing Co. at Scranton, Pa. It is a cog wheel fifty-four feet in diameter, eighteen inches face, has a capacity of 30,000,000 gallons of water, and 2,000 tons of sand per twenty-four hours, run at a velocity of ten feet a second on the inner edge of the buckets. It weighs 400,000 pounds. The journals are twenty-three inches in diameter and three feet and four inches long, and the total length of the shaft is twenty-three feet and six inches.

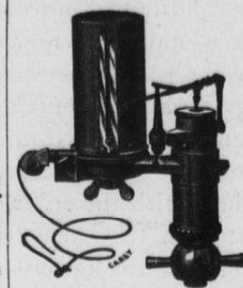
REMEMBER, Mr. Young Mechanic, that the mechanic who studies and thinks, who seeks good society, who is cleanly in person, who is self-reliant, industrious, obliging and courteous, is the mechanic who is bound to rise in his profession. Remember, also, the re-

## American Steam Gauge Co.

SOLE MANUFACTURERS

## Bourdon Steam Gauges

WITH LANE'S IMPROVEMENT.



THOMPSON'S

Improved Indicator

Over 2,500 in Use.

## AMERICAN POP SAFETY VALVES

For Locomotive, Stationary and Portable Boilers, and Instruments incidental to the use of Steam. Send for Price List I.

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Send for Catalogue K.

verse, that the mechanic who never studies or thinks, who seeks low associates and indulges in vicious dissipations, who is slovenly, slouchy and unpleasant in person, who is shiftless and loaferish, discontented, discourteous and disobliging, is the future inhabitant of the gutter, the groggery, the almshouse and the prison, and the future occupant of the pauper grave in the potter's field. Which way are you taking at the start?—*The Iron Industry Gazette*.

## RECENT MILLING PATENTS.

- The following list of Patents for Milling and Grain Handling Appliances, granted in June, 1891, is specially reported for the UNITED STATES MILLER by H. G. Underwood, Patent Attorney and Solicitor of Patents. No. 107 Wisconsin Street, Milwaukee, Wis., who will send a copy of any patent named, to any address for 25 cents.
- No. 457,146—Crushing and Grinding Mill, Thomas C. Cadwgan, Springfield, O., assignor by mesne assignments to the O. S. Kelly Co., same place.
  - No. 457,283—Grain Register and Sacker, John Lukaszewicz, Custer, Wis.
  - No. 457,493—Dust Collector, Osbold Kutche, Chicago, Ill., assignor by mesne assignments to the Allington & Curtis Mfg. Co., of Michigan.
  - No. 457,652—Fumigator for Grain Bins, Thad. deus A. Manahan, Young, Texas.
  - No. 457,880—Grain Scouring Machine, Dennis E. Sibley, Chicago, Ill.
  - No. 458,147—Dust Collector, Smith W. Kimble, Denver, Col., assignor to the Railroad Mica Lubricant Co., same place.
  - No. 457,923—Flour Bolt, Orville M. Morse, Jackson, Mich., assignor to the Knickerbocker Co.
  - No. 457,695—Grain Scouring Machine, Peter Provost, Minneapolis, Minn.
  - No. 458,550—Process of and Apparatus for Separating Dust from Air, Oswald Kutche, Chicago, Ill., assignor by mesne assignments to the Allington & Curtis Mfg. Co., of Michigan.
  - No. 458,305—Flour Bolt, Orville M. Morse, Jackson, Mich., assignor to the Knickerbocker Co.
  - No. 458,327—Flour Packer, Milan W. Lipe, San Jose, Cal.
  - No. 458,192—Flour Receptacle, Frank Schafstall, Sumner, Iowa.
  - No. 458,495—Grain Scourer, Henry H. Ring, Lairdville, assignor to Waldron & Sprout, Muncie, Pa.
  - No. 458,494—Rotary Bolt, Henry H. Ring, Lairdville, assignor to Waldron & Sprout, Muncie, Pa.

## A New Business University.

Prof D. B. Williams opened one in the Hathaway Block on Sept. 1. The new Milwaukee Business University was opened in the Hathaway Building on Mason street, fifth floor. This institution will be in charge of Prof. Williams as president and a corps of able assistants. Both day and night schools will be conducted, at which all the modern business requirements will be taught, including short hand and type writing courses, all the common English branches, penmanship, etc. President Williams for years conducted the prominent college of Los Angeles, Cal.; also a leading college at Detroit. He comes to Milwaukee highly endorsed by the leading educators and business men of California and Michigan. He expects to make the Milwaukee Business University a permanent first-class school of thorough business training.



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**THE STANDARD AMERICAN POULTRY BOOK.** An entirely new book, involving all the latest ideas in poultry keeping. It is a work intended to teach the masses of farmers the secret of success in the poultry yard, and its teachings, if followed, will add enormously to the earnings of every flock of fowls. The following are only a small portion of the topics treated in this book: How to Start and Stock a Poultry; Poultry Houses, Cheap and Expensive; Yards, Coops and Enclosures; Poultry Keeping for Profit; Poultry on a Large Scale; Poultry Raising as a Business; Feeding and Laying; Winter Egg-Production; The Hatching Period; Preparing Nests for Sitters; Spring Breeding of Poultry; the Hens for Farmers; How to Produce Layers; Good and Cheap Incubators; How to Raise Artificially Hatched Chickens; Caponizing; Packing Eggs for Market; Packing Poultry for Market; Feeding Hoppers; Drinking Fountains and Grain Chests; Eggs and Poultry; Preserving Eggs; Diseases of Poultry—Chicken Cholera, Pip, Gapes, Roup, Scaly Legs, Lice, Egg Eating, Crop Bound Fowls, etc.; the Plymouth Rocks; the Wyandottes; the Brown Leghorns; the Golden Spangled Cuckoo; the White Crested Black; the Langshans; the Silver Spangled Hamburgs; the Houdans; the Buff Cochins; the White Cochins; the White Leghorns; the Golden Pened Hamburgs; White Shanghaies; the La Fleche Fowls; the Gray Dorkings; the Light Game Fowls; Bananas, etc.; How to Kill; Management of Chickens; Killing Poultry; Preparing and Feeding; Fencing; Management of Ducks; Raising Turkeys, Fattening Geese; etc., etc. It is a large book of 128 pages, 12mo, with handsome cover. It is profusely illustrated and handsomely gotten up in every respect. No man or woman who owns an acre or more of land can afford to be without it.

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# RAZORS, SAFETY PINS AND OTHER INVENTIONS OF 3000 B. C.

THE Washington Star has been through the patent office in Washington in pursuit of inventions of antiquity and finds that not only were telephones used by the ancients of some thousands of years back, but several other alleged inventions of modern times are duplicated in the collection of remote antiquities at the Smithsonian Institute.

The relics exhibited in this collection are mostly of the bronze age, and from 2000 years B. C. to 400 B. C. Among them are razors of bronze, some of which nearly resemble in form the razors of the nineteenth century, while others are crescent shaped, with modern handles. They are not in condition now to shave with, though hardly less so than the tools employed by the astute barber upon the customer who never pays a fee. Even more wonderful is the safety pin with which the Roman women in the time before Christ was born, fastened their garments. It was precisely like the safety pin of the year A. D., 1891, with the little coiled spring at one end and the catch at the other. Fish hooks in the bronze age were in shape precisely what they are now, with the same barbs and the same bends, of which the famous Limerick and Shaughnessy types are merely copies. The ends of their shanks, to hold the lines, were either flattened or looped, just as at present. In short, they were the same articles exactly barring the nature of the metal.

In the Smithsonian collection referred to are shown hat pins with big round heads more than twenty centuries old, in all respects resembling those of to-day, though they may have been employed merely to bind the hair together. Also there are ordinary hair pins, equally ancient, like those sold at dry goods shops now, and likewise thimbles of bronze with the customary indentations, though such implements are generally supposed to have been invented in the Middle Ages under the name of "thumb bells." Tweezers and strainers, after the modern fashion, are included in the same assemblage of curiosities.

Others of the same epoch are woven goods from the Swiss lake dwellings that were built on piles, bronze beads from Rome actually plated with gold, bronze buttons made just like those of to-day, bronze chains with the same mesh precisely as is employed now by jewelers for watch guards, bronze mirrors, bronze awls, bronze bodkins, bronze needles and bronze sickles for cutting grass or grain, with wooden handles—the originals of the McCormick reaper.

One of the funniest things in the collection is a small vase with a hinge at the top for the cover—just like the modern beer mug. It dates from before Christ. There are also stone moulds of the same epoch for casting bronze knives, spear heads, hatchets, sickles and other implements precisely in the manner followed now. An ancient Etruscan vase shows mending with rivets after the same method as is employed in this day. Even more extraordinary are poniards, covered in ivory perhaps hundreds of thousands of years ago by the men of the chipped stone for palaeolithic ages, with reindeer and mammoths for handles.

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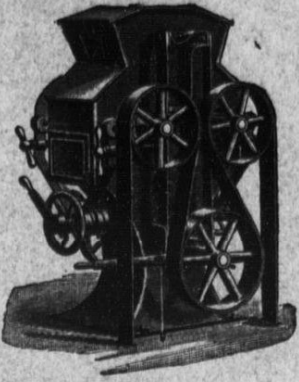
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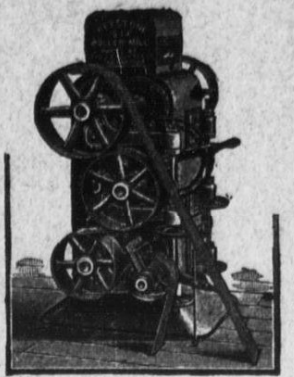
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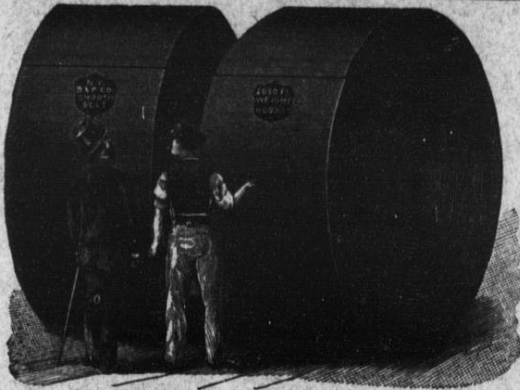


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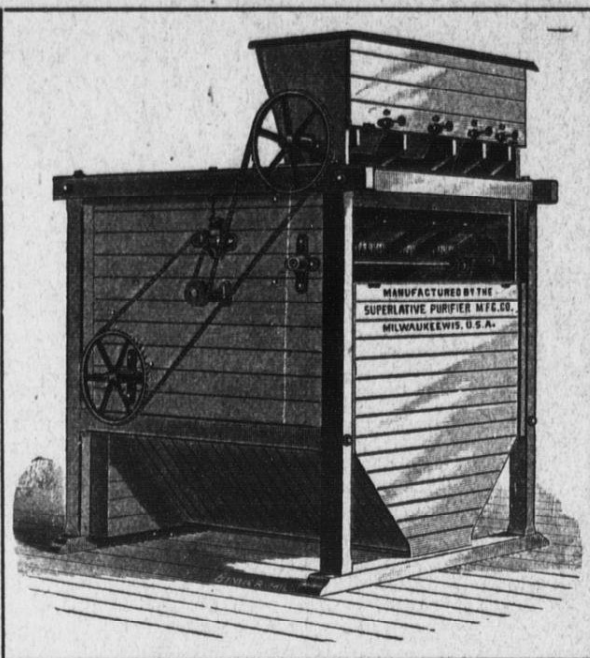


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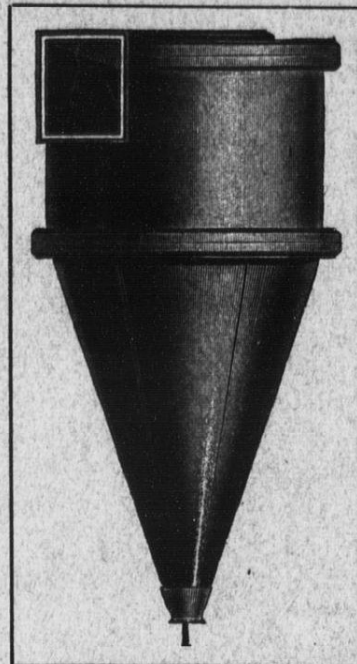
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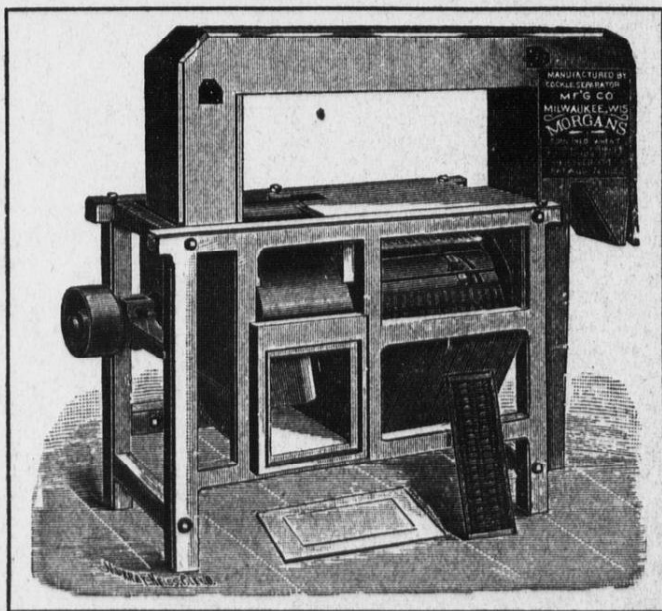
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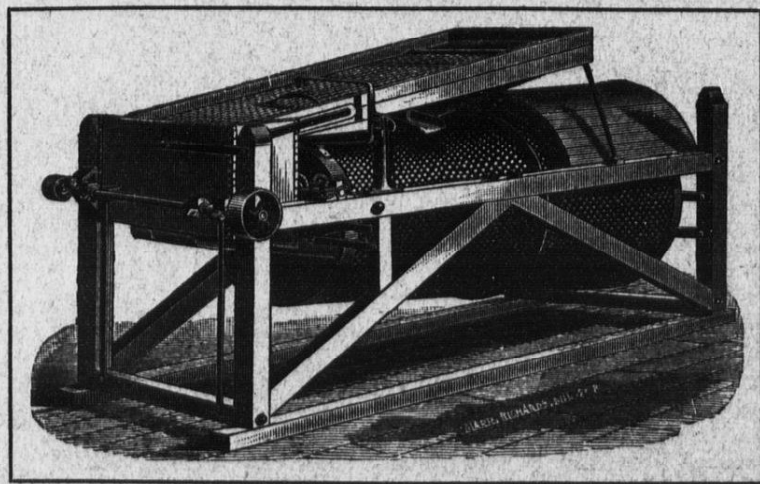
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